HE LITERARY DIGEST
(Title registered in U. S. Patent Office and in Foreign Countries)
PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)
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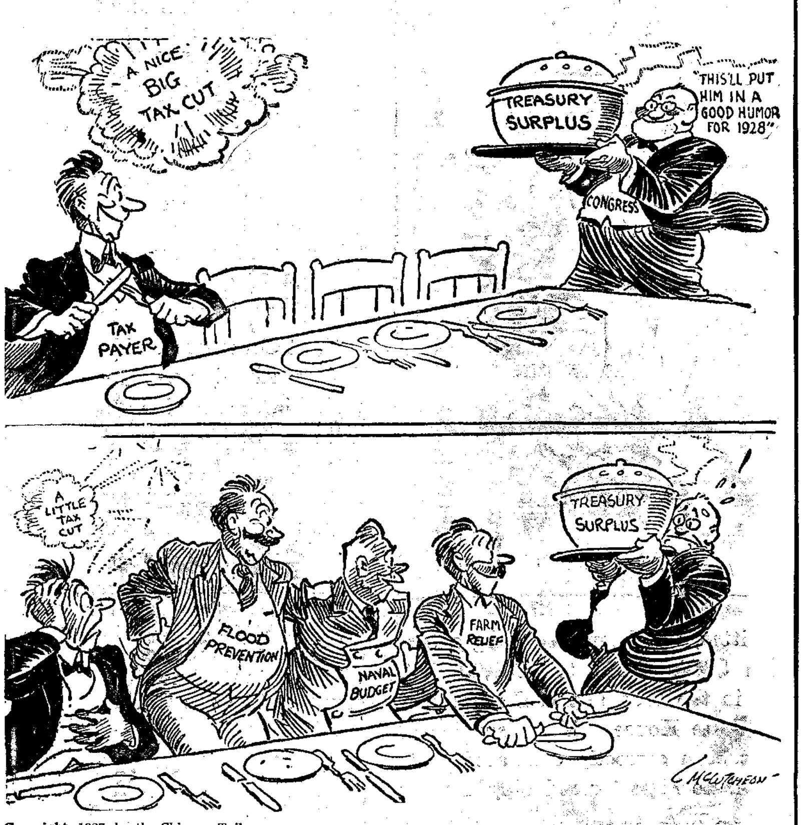
TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

HOW THE GENEVA FAILURE HITS OUR TAXPAYERS

F IT IS CALVIN COOLIDGE'S AMBITION to be the first "billion-dollar President"; to let his "memorial be . that he had cut one billion dollars from the annual tax lls of the American people," that ambition, says a New York *orld* correspondent at the national capital, seems less attainle than it did a few onths ago. For scores editors and political riters agree that new mands for Federal exnditure have made far ss likely the $300,000,0 tax cut expected in 28—the successor of rlier cuts amounting some $700,000,000. Scores and even huneds of millions are htly cited by the onsors of each spendg," remarks the Bosn *News Bureau:* "there e the 'big-navy' folk, rred by Geneva dogs; the farm-relief adcates, of one type or other; the champions elaborate flood conol; the contenders for oulder Dam and other eat improvements." he Brooklyn *Eagle* eaks for many a paper hen it notes that "the ilure at Geneva will mulate naval conuction and make the sistence of the expanonists harder to resist," and so, "all things considered, the ppy picture of the taxpayer shedding burdens too long rne and only partially lightened by two reduction laws ay have to be redrawn." It appears now to the New York *orld* "that taxes will have to be reduced sparingly if at l." But while Senator Smoot, who heads the finance comittee in the upper House, gloomily shakes his head over e dim prospect of any considerable relief for the taxpayer, ecretary Hoover cheerfully explains that there will be no resent need for extraordinarily large sums in connection with arious relief and engineering projects, several correspondents Rapid City report that the President will insist on a tax ut, and Democratic leaders predict that taxes can be cut without any skimping on cruiser-building, flood-relief, or farm-relief.



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THE NEXT TAX CUT

—McCutcheon in the Chicago *Tribune*.

At all events, we read in a Consolidated Press dispatch from Washington, "revenue revision in the next Congress is shaping up for a major controversy."

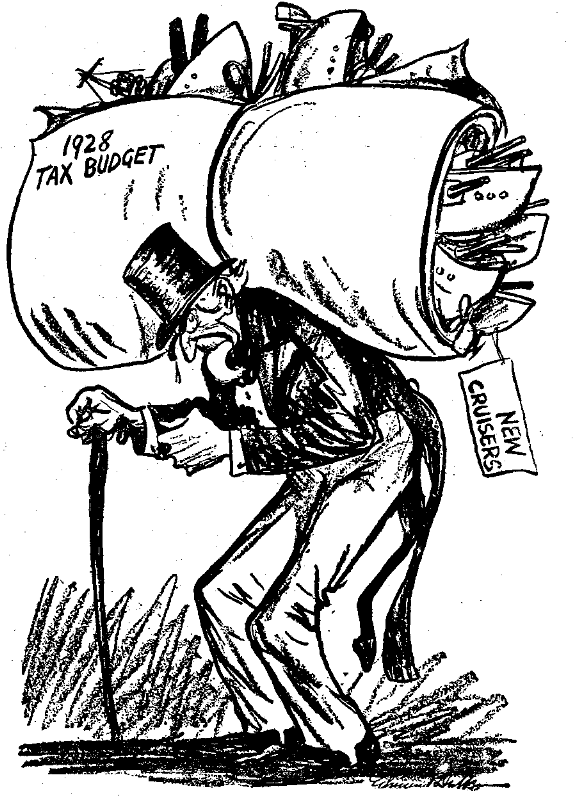
Doubts about relieving the taxpayer spread a few days ago when it was announced at Rapid City that President Coolidge, after conferring with Herbert M. Lord, Director of the Budget, had approved a considerable increase in expenditures for the coming fiscal year ending in 1929. The surplus for that year is set at only $214,000,000 as compared with $338,000,000 for 1928, and $635,809,921 for 1927. The total approved by the President, according to the Rapid City dispatches, is $3,561,000,000, exclusive of postal expenditures. This is $16,000,000 more than the limit set by the President last June. General Lord, we are told, would not divulge how the various expenditures were allocated, but he did state, according to the Washington *Star's* correspondent, that the greatest expense allowed is for national defense. In this field there was a material increase granted over the expenditures this year. Estimates for the development of commercial aviation have also been considerably increased. The 1929 budget, says the New York *Journal of Commerce's* Washington correspondent, contains "the largest program for national defense since the war and in official circles here is regarded as a reply to the British position at the Geneva Naval Conference." In the naval program, we read in the New York *Times* dispatch from Rapid City:

> "There are the main general features of the construction of 10,000-ton cruisers, equipped with eight-inch guns, a program that will be continued until the United States has a modern, up-to-date cruiser fleet of 300,000 tons.
>
> "There will be immediate completion of the eight 10,000-ton cruisers which Congress had empowered the President to withhold if the Geneva conference had been successful"

"There is also approved the five-year building program for aircraft, designed to give the United States the lead in the air," writes Philip Kinsley from Rapid City to the Chicago *Tribune:*

"It contemplates one of the greatest air armadas ever launched. It proposes to give the Navy 1,000 up-to-date planes, regardless of the number of obsolete planes still in the service, and there will be accorded to the Army 1,800 planes. One huge dirigible is under contemplation."

Senator Smoot, House Leader John Q. Tilson, Chairman Green of the House Ways and Means Committee, and Congressman Timberlake of the same committee, had been discussing a tax-reduction of anywhere from $300,000,000 to $450,000,000. But, writes J. Russell Young, in the Washington *Star's* correspondence from the summer White House, "if the surplus of $214,000,000 for next year has been correctly estimated, it is thought obvious that there is little hope for reducing the tax burden as has been planned by Republican leaders":



LOADING HIM DOWN

—Duffy in the Baltimore *Sun.*

"It is pointed out that the $214,000,000 estimated surplus is not only too small in itself to permit much of a slash in the taxes, but it would not be able to stand up under drafts Congress will undoubtedly make upon it. For instance, there is the farm-relief bill the Administration leaders are said to have prepared, which calls for a $300,000,000 revolving fund; Secretary Hoover's flood-control plan would call for at least $15,000,000 annually for the next few years; the Boulder Dam project and the Great Lakes-St. Lawrence seaway system will eat heavily into the Treasury, as well as other appropriations which are likely to be made by Congress which are not included in the budget."

After the budget announcement, Senator Smoot admitted that the tax slash will be very small or non-existent. In a dispatch to the Atlanta *Constitution* he is quoted as saying:

"With the increased Navy appropriation, Boulder-Dam appropriation, and flood-prevention expenditures, which are almost certain to be favorably received in the coming Congress, we can not hope for a tax-reduction of more than $150,000,000.

"This reduction, of course, is not as great as we expected, but we can make it do material good throughout the country equalizing the burden of taxation."

A more pessimistic statement from the Senator appears Washington dispatch to the New York *Evening Post:*

"We have to find $150,000,000 we had not counted upon the Navy. It will have to come from tax-reduction savi If, on top of that, we have to make further cuts to take car flood-relief, farm-relief, and other things, I don't know w we are going to get off with any reduction of our taxes."

Congress may reduce taxes by more than $300,000,000, it is plain to the Hartford *Courant* (Rep.) "that the finan condition of the Government does not warrant it." It has been evident to this New England paper "that under pres conditions the Government can not go a great deal furthe reducing taxes, which have been slashed three times since 192

"It has been evident that the main features of the reve act of 1926 must be retained, and that only hope for amendm to eliminate striking inequalities in the present law was justi The inequalities still call for remedy, if remedy is humanly possi

"The first thought of Congress in making any amendment the revenue law should be to reduce the disproportionate tax corporate stock from its present level of 13½ per cent. should come first if any tax-reduction at all is contemplated decrease in the tax on incomes in the middle brackets, elimination of some of the nuisance taxes, are likewise desira but no reform is more plainly needed than reduction in the tax corporate stock.

"Some savings may still be affected at Washington, for ample, by elimination of the Children's Bureau and other use Federal bodies of the sort, but on the whole the policy of eco mizing had been carried as far as it can go. A heavy resp sibility will rest upon the Seventieth Congress. The coun will expect it to avoid playing politics with government fun to make appropriations only where they are clearly called and to make them as large as necessary, but no larger."

That Congress should forget politics and take care not to ov do tax-reduction at the coming session is also the burden of torials in the Providence *Journal* (Ind.), Brooklyn *Eagle* (De Columbus *Ohio State Journal* (Rep.), and Minneapolis *Trib* (Rep.). We are already heavily overtaxed, and "we can afford to rest complacently" under existing burdens, and y argues the Boston *Herald,* "further tax-reductions are sure encounter difficulties by reason of the changing attitude of public, particularly toward military preparedness":

"The war is partly responsible. The failure of the Gen conference has also contributed. The public mind is now so what militant, if not imperialistic. The great newspapers of country, like the Chicago *Tribune,* and the Kansas City *St* and the Los Angeles *Times,* and the Hearst group, are all beat the drum for a fuller military equipment. That means lar expenditures. Nothing eats up money so rapidly as build cruisers, and going into the labor market, in competition w our industries, to bid for the men to handle them.

"Other new expenditures loom large on the horizon. We sh spend much money before we get through with flood-contr

"Then we have farm-relief. In whatever form it is und taken, it will cost money. One revolving fund would be only part of the story. It will build up a bureaucracy at pub expense."

Where, asks the New York *Times,* "is the blame to be plac for these Federal expenditures, beginning to mount again "Not upon any one person," it replies:

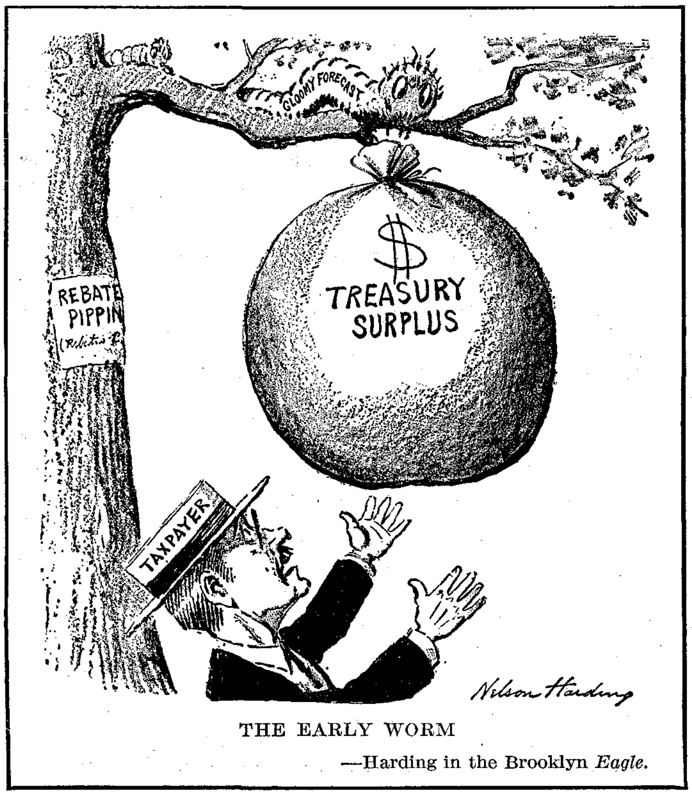
"They are determined and forced by governmental polic It is an old and verified economic truth that it is policy wh makes expenditure. We have now the policy of an enlarg military establishment; we have the policy of paying the soldi a bonus, which may yet run into billions. Any economies th may be made in the way of business reorganization of the Go ernment, or consolidation of departments, are petty compar with these vast sources of compulsory outlay.

"This gives us a hint of how the thing has happened at Was ington. The Government has made many small retrenchment It has dismissed thousands of superfluous employees. T

President has been earnest and reasonably efficient in his desire to economize. Yet all the money thus saved has been run away with ten times over by new appropriations demanded. Most of them are the result of a policy either adopted by the Administration or forced upon it by Congress. Alter the policy, and you can cut down expenses and reduce taxes. If you don't, you can't."

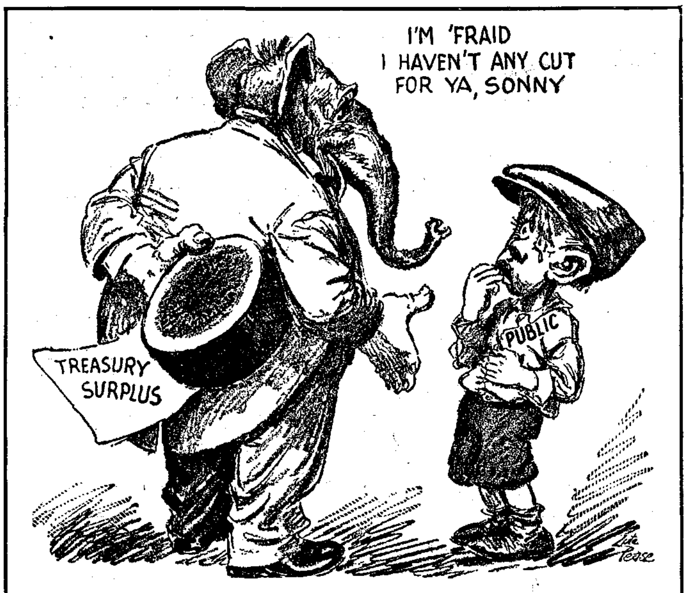
But President Coolidge "has not conceded that hopes to cut taxes in the next Congress will have to be abandoned," insists Theodore C. Wallen in a Rapid City dispatch to the New York *Herald Tribune.* His attitude, according to Raymond G. Carroll, of the New York *Evening Post,* is that "if Congress will refrain from increasing extensively the expenses of the nation, a tax-cut will be possible at the next session of Congress." But tax-reduction optimists, we read in a dispatch from Rapid City to the Washington *Post* by Carlisle Bargeron, find "their greatest support in the ultra-conservatism of the Budget Bureau and Treasury experts in estimating surpluses." They are said to recall that the surplus for last year was estimated at the outset as low as $300,000,000, and it actually amounted to more than $635,000,000. Too much weight, thinks the Washington correspondent of *The Wall Street Journal,* has been attached to these tentative 1929 estimates; "so long as the prosperity of the country remains unimpaired, the tendency is always for the probable annual surplus available for tax-revision to increase above the amount fixt in tentative estimates." Representative William A. Oldfield of Arkansas, a Democratic member of the Ways and Means Committee, also looks on the predicted surplus as "just another Treasury estimate"—"just because Treasury officials now see only $200,000,000 is no reason that it will not be more and that taxes can not be reduced." Optimists in Washington, we read in a dispatch to the New York *Times,* contend that "appropriations which the Government may be called upon for farm and flood relief measures and for naval construction will not require the expenditure of huge lump sums, either this fiscal year or next which will make it necessary to abandon tax-cut plans."

Speaking of seven great engineering projects contemplated by the Federal Government, including the Colorado River development, Mississippi flood control, development of the Columbia River basin, the St. Lawrence Canal and regulation of the Great Lakes level, Secretary of Commerce Hoover says:



THE EARLY WORM

—Harding in the Brooklyn *Eagle.*


I'M 'FRAID I HAVEN'T ANY CUT FOR YA, SONNY
TREASURY SURPLUS
PUBLIC
Pease

'TWILL TASTE THE SWEETER FOR THE SPOOFING

—Pease in the Newark *News.*

> "None of these projects has as yet reached the stage where vast amounts of money are necessary to be appropriated. All of them, excepting those affecting the Colorado and Mississippi, are in such state that only preliminary appropriations will be asked. Only about $30,000,000 will be required annually to carry on the work upon the proposed Boulder Canyon dam and the Mississippi projects.
>
> "This is relatively a small amount, and its appropriation by the impending Congressional session will in no way offset the tax-reduction plan proposed by Secretary Mellon."

Dolorous expectations about small surpluses and huge expenditures would, we read in the Newark *News* (Ind.), "get a more hearty reception were it not that naval appropriations are spread over a period of years; that Treasury experts' announcements as to surpluses do not rank any better than weather forecasts, and that there is to be a Presidential election next year." The Democrats, continues this skeptical daily, "may with some basis assert that the apparently bad news is part of typical 'Down East' propaganda to make the reduction seem more difficult and by apparently having to struggle to bring it about to create a deeper feeling of appreciation among the beneficiaries."

The prospect of larger naval appropriations, particularly for cruisers, meets with varied comment. Out of the somewhat vague statements credited to Director Lord, the New York *Herald Tribune* (Rep.) finds emerging "the clear and gratifying inference that the President is now ready to stand behind a building program that will assist in restoring the American Navy to the parity which it rightfully demands"—

> "The record of the President's stand admits of but one interpretation—he is ready, since the Geneva conference has come and gone without agreement, for an adequate building program. He is ready to turn his paper ships into steel ones."

But the Baltimore *Sun,* (Ind.) is more uneasy about it:

> "To complete the eight cruisers now building, and to build the twelve more which are sure to be demanded of the next Congress, will cost some $300,000,000—a fairly large bill for John Smith.
>
> "Naval experts, industriously playing their war game, in which Great Britain, with whom we are at perfect peace, is the favorite enemy, do not concern themselves with the source of the money that must pay for building and maintaining ships and more ships. Neither do the big-navy people on the outside—the honest, convinced disciples of force, the light-headed jingoes, the twisters of the lion's tail, and the profit-takers from armament-building. The income-tax payers, the commodity and nuisance taxpayers, the estimated 15,000,000 stockholders who bear the load of the present heavy corporation taxes unless they can pass them on to the consumers—all of these may whistle for their money while the building of many more big ships against a hypothetical enemy goes merrily on."

ANOTHER FARM-RELIEF FIGHT LOOMING

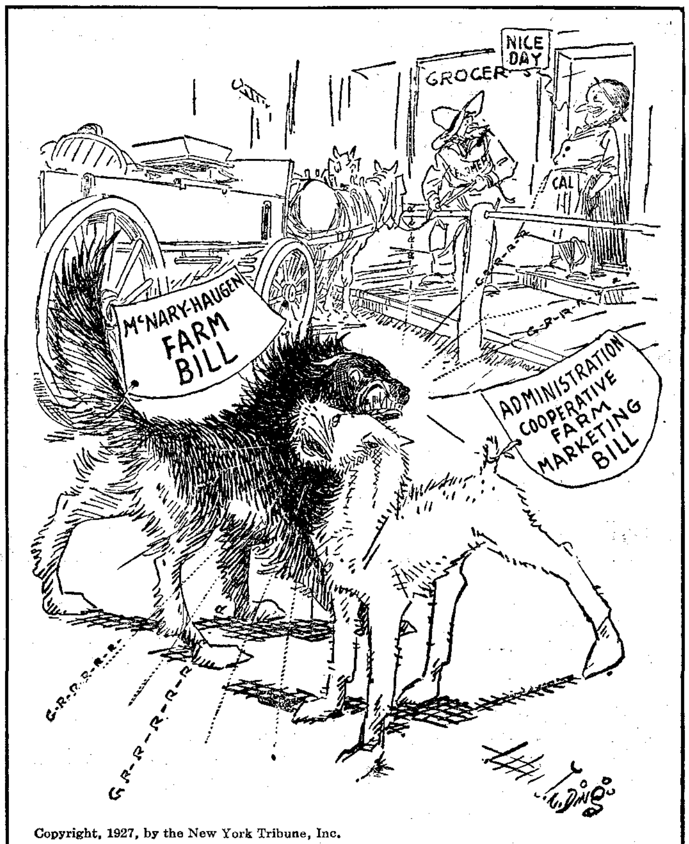
A RENEWAL OF THE OLD BATTLE over farm-relief measures is inevitable in the next Congress, now that Administration leaders have agreed on a bill, believe Washington and Rapid City correspondents. The measure given out at the summer White House on August 6, with the knowledge and consent of President Coolidge, but without his public approval, is characterized as a "trial balloon" by W. W. Jermane, Washington correspondent of the Seattle *Times*, put out as a feeler to test public sentiment in the farm States. Where the McNary-Haugen bill, vetoed by the President last spring, "would use Federal funds in buying up surplus production and selling it abroad at a loss, the new bill," explains the New York *Evening Post*, "would finance the crop reserves and store commodities until the market might absorb them. In other words, it seeks to keep the Government out of the actual buying and selling of the crop surplus, and at the same time to protect the interests of the consumer." In the opinion of Senator Capper, of Kansas, the bill is all right, but does not go far enough. Senator Brookhart, of Iowa, on the other hand, looks upon it as a "Wall Street plan."

The President is on record against the McNary-Haugen measure. In his veto message he described the bill and its equalization fee as not only unconstitutional, but unwise and even dangerous. At that time Mr. Coolidge was being considered as the 1928 Presidential nominee of the Republican party. If he could not be swayed from his views at that time by political considerations, what pressure, if any, can be brought to bear upon him now to sign even a modified McNary-Haugen farm-relief measure, since he has announced that he does not choose to run for President next year? This question crops up quite frequently in editorial discussions of the new bill, and the answer is usually that of the Minneapolis *Journal:* "The President time and again has demonstrated that he can not be stampeded into any policy which he believes to be unsound." As the Manchester *Union* points out:

"When Mr. Coolidge vetoed the McNary-Haugen bill last spring, he was placed at a disadvantage in that he had no substitute measure to offer. The President stated clearly the defects of the McNary-Haugen scheme, but lack of a constructive plan of his own gave his veto a negative aspect. Now the Administration takes the initiative by offering a measure that is both sound and helpful.

"The chief defect of the McNary-Haugen bill was its proposal to take the Government into the business of price-fixing. The new plan avoids this defect by working through the present farmer-controlled agencies. It assumes that the central factor in the surplus problem is one of marketing. Prices fluctuate because of irregularity in the flow of products to the market. If, therefore, the farmer were given the machinery by which he could carry his surplus over from a time of plenty to a time of need, prices might be stabilized. This machinery is to be provided through a government credit to the cooperative marketing associations. This credit will enable the farmer to warehouse his surplus pending consumption. In the meantime, the risk involved in holding a surplus is to be modified by a regular dissemination of statistical information that will force diversification and bring each season's crop more in line with the seasonal demand.

"This plan appears both sound and practical. It places the emphasis at the right point. It leaves the control of prices where it ought to be, in the hands of the farmer. It encourages co-operative marketing and the control of production through diversification. Finally, the compromise bill benefits the producer, while at the same time it safeguards the consumer."



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YEP, IF IT DOESN'T BLOW UP A STORM

—Darling in the New York *Herald Tribune*.

The Administration measure, which is said to have been prepared by farm authorities in conjunction with at least three Cabinet officials, provides for the following:

"1. A Federal farm board of three members, to be appointed by the President and the Secretary of Agriculture. With the credit resources provided, the board would assist in stabilizing markets for farm products against excessive fluctuations, much as the Federal Reserve Board influences interest rates and stabilization of financial conditions.

"2. Advisory councils consisting of seven members for each commodity would be selected by the board from names submitted by cooperative associations. The councils would bring farm sentiment into play in the activities of the board and in cooperation with the board could place before the farmers a more complete picture of the supply and demand and could carry down to the individual farmer through different associations a constructive production program based upon the facts now available from a number of sources.

"3. Commodity stabilization corporations would be established by the board, and in order to centralize control and responsibility only one corporation would be established for each commodity, unless the board should determine that more effective results could be secured by more than one. These corporations would be formed as subsidiary organizations of interested corporations. Capital stock would be kept at a minimum to make governmental participation unnecessary, and would be subscribed by cooperatives.

"4. A revolving fund of $300,000,000 is suggested. Of this amount $25,000,000 would be loaned to cooperative associations for the purchase of physical plant and equipment, such as warehouses and creameries, and $25,000,000 for operating expenses. The remaining $250,000,000 would be loaned to the stabilization corporations for the purchase of farm products on the open market during periods of price depression."

Secretary of Agriculture Jardine, Secretary of the Treasury, Mellon, and Secretary of Commerce Hoover are said by Rapid City correspondents to be in favor of the compromise farm-relief bill, but the President, remarks the Seattle *Times* correspondent at the capital, "with characteristic and proper caution, lets it be known that he is not committed to the measure." If the McNary Haugen bill should be passed again, thinks this political observer "it would encounter another veto, which could not be overturned." Clinton W. Gilbert, another experienced writer, however, believes the President's influence has been diminished by his announcement that he does not choose to run for President next year, and that he may not be able to restrain Congress from voting to pass the McNary-Haugen measure over his veto. Says Mr. Gilbert in a dispatch to the Philadelphia *Public Ledger:*

> "With the 1928 election coming along, the Republican party managers will be anxious to get the farm-relief issue out of the campaign, since it is the most dangerous issue that has confronted the party since free silver turned many western States Democratic in 1896.
>
> "The stake of the eastern business interests in the success of the Republican party is great enough so that, with Mr. Coolidge out of the way, they will be disposed to conciliate the West by offering some form of farm-relief sufficiently near to the McNary-Haugen bill so that the farm issue will disappear for the 1928 campaign. Whether this desire for compromise will be effective will depend upon the Democrats in the Senate and the House."

If, as has been suggested, the Administration farm-relief measure was put out as a trial balloon, it is serving that purpose with a vengeance, if we may judge from criticism in New England, Washington, New York City, and the Middle West. One criticism of the bill is that the loss, if any, will come out of the Treasury; that the $300,000,000 revolving fund is a subsidy to agriculture. Furthermore, observes the New York *Times*, "it is certain that if the revolving fund should prove to be insufficient, Congress would at once be called upon to double or even treble the amount." In fact, declares the New York *American*, "the Administration measure has nearly all the bad features of the McNary-Haugen bill." Continues this Hearst daily:

> "Most of us would not object to spending $300,000,000 to help the farmers if this method would really help them. Instead, it would harm them. The certain effect of the price guaranty will be to stimulate heavier planting and further production of the very commodities that are being too heavily produced already."

In the opinion of *Wallaces' Farmer*, of Des Moines, "the President has not added to his knowledge of the problems of agriculture by his vacation in the Black Hills." It is not a question of credit in which the farmers are interested, explains a Washington dispatch to the New York *Journal of Commerce*, "but in prices higher in domestic markets than in the world markets." This, we are told, is made possible in the McNary-Haugen bill. In the Des Moines *Register*, for example, we find the following:

> "In the Administration bill there would be no such check on overproduction as the McNary-Haugen bill, through its equalization fee, provides. That is a fundamental defect. On the other hand, the McNary-Haugen program proposes a simple buying and selling of part of the surplus at a loss if necessary, that loss to be greater if the surplus is greater, and that loss to be charged back to the producers through the equalization fee. There is the positive check on progressively increasing production. There is the positive support to cooperatives by making non-member producers who benefit by price betterments pay along with member producers the expenses of the process."

"It is insisted that the new measure is not a price-fixing bill," we read in the Baltimore *Sun*. "But it has the sound of one" to that paper. Many features of the Administration bill, in the opinion of the New York *World*, "are as unsound as anything in the McNary-Haugen bill, and yet it lacks that measure's directness of approach to the problem of the farm surplus." Continues this paper:

> "Perhaps the most questionable feature of the new plan is the proposal to advance to members of the cooperative associations 100 per cent. of the market value of their warehoused products, instead of the customary 60 per cent. The purpose is evidently to remedy one patent weakness in cooperative marketing. Under the present method, small farmers in a time of low prices are so hard prest for ready cash that they can not await the slow process of cooperative marketing. By advancing them the full market value of their product they can afford to market through the associations, but such a method involves too big a gamble on prices to be economically sound.
>
> "On the whole, the plan falls only a little behind the McNary-Haugen scheme for boosting prices to an artificial level."

"Any principle of aid involving subsidization of the agricultural industry" is likewise "unacceptable" to the Providence *Journal*. Says this New England paper:

> "The provision of the suggested bill which specifies that the Government's revolving fund of $300,000,000 can be drawn upon to make up any deficits that occur in the stabilization corporations, and which can not be wiped out by the reserve fund, is subsidization pure and simple unless one accepts the fantastic idea that the stabilization corporations are to be successful business enterprises from the start.
>
> "If we are to have any farm-relief this coming winter, let it be along lines that promise an eventual reorganization of production and distribution of agricultural commodities. The country wants to see the industry placed on such a sound economic basis that it will not be constantly a cause for worry. The majority of the farmers do not require cash so much as they do some instruction in marketing. It doubtless will require some government money for organization purposes and probably also for warehouse needs. But it is difficult to understand why it will take $300,000,000 to launch the undertaking."

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. How does our immigration law favor Mexicans and Canadians as compared with citizens of European countries? (p. 12).
2. Why do some Chinese think Christianity a curse to China? (pp. 30 and 31).
3. Why can the sound of artillery be heard at a greater distance than the sound of thunder? (p. 23).
4. What royal Heir Apparent, ranching on this Continent, sent word to a visitor that he was "busy mucking out the barn"? (p. 36).
5. What two cities are connected by the Peace Bridge? (p. 16).
6. How many British were killed at Ypres during the World War? (p. 26).
7. How many persons have been killed by automobiles in the United States during the last eight years? (p. 12).
8. How many have been injured in automobile accidents during the same period? (p. 12).
9. Is religion reviving in Russia? (p. 32).
10. How many miles a day does the average citizen walk? (p. 24).
11. What are the world's greatest airports? (p. 58).
12. Who is the British ex-Premier for whom a fund has been established to protect him against poverty? (p. 18).
13. What was Delacroix's chief characteristic as a painter? (p. 29).
14. What is the value of a ton of straw? (p. 25).
15. What made Le Bourget famous in the Franco-Prussian War? (p. 58).
16. What is the world's largest corporation on the basis of its common stock value? (p. 68).
17. Is acting inappropriate to opera? (p. 29).
18. Do hotel guests steal the Gideon Bibles? (p. 31).
19. What part of Africa is known as the "white man's grave"? (p. 17).
20. What yearly profit do American films make in Germany? (p. 29).
21. By what method of defense can a slender girl defeat a burly assailant? (p. 47).
22. From what sea is a European country reclaiming land? (p. 19).
23. What is the name of the town in which the German ex-Crown Prince took refuge after the war? (p. 19).
24. How did John Jinks keep President Cosgrave in power? (p. 11).
25. In what famous horse-racing State is the question of race-track betting a paramount political issue? (p. 13).

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THE WINNERS OF THE FIRST TRANSOCEANIC AIR RACE

First, at the reader's left is Arthur C. Goebel, who piloted the monoplane *Woolaroc*, and won the $25,000 prize for reaching Honolulu first. Next, his navigator, Lieut. William V. Davis, U. S. N. Next, Martin Jensen, pilot of the *Aloha*, who came in second, winning $10,000. And at the extreme right, his navigator, Paul Schluter.

THE TRANSPACIFIC AIR DERBY

FIFTEEN AIRPLANES ENTER the Transpacific Derby, eight start, four get away, and two arrive, winning prizes of $25,000 and $10,000, respectively. This, in brief, tells the story of the air race between Oakland, California, and Honolulu for the Dole prize. Death already had "scratched" three of the fifteen entrants, and others were ruled out by representatives of the aeronautic branch of the Department of Commerce in the interests of safety. All of which proves to the Houston *Post-Dispatch* that "aviation is still a hazardous undertaking, and crossing an ocean in a land plane is not an undertaking to be launched upon at a day's notice—if at all."

The race to the Hawaiian Islands over a 2,420-mile stretch of water, through fog for a portion of the aerial voyage, was one of the most extraordinary sporting contests ever undertaken, remarks the New York *Herald Tribune*. Two planes had made this non-stop flight, but, notes the Brooklyn *Eagle*, "that a fleet of eight machines should attempt to duplicate the feat is a measure of the growing confidence of aviators." That two of the four who got into the air reached Wheeler Field in less than thirty hours is added proof, to several editors, of the growing mastery of the air. According to the New York *Times:*

"Arthur C. Goebel, piloting the *Woolaroc*, a Travelair monoplane, arrived first, winning $25,000. Martin Jensen of Honolulu, pilot of the plane *Aloha*, a Breese monoplane, was the second arrival, winning $10,000. Goebel, with his navigator, Lieutenant William V. Davis, United States Navy, of San Diego, landed at 12:23:33 P. M. (6:53:33 New York time). It had taken them twenty-six hours and seventeen minutes and thirty-three seconds to reach here from Oakland. Jensen, whose navigator was Paul Schluter, arrived at 2:22 P. M. (8:52 P. M. New York time). The *Aloha* was one hour and fifty-eight minutes and twenty-seven seconds behind the *Woolaroc*, altho it got away from Oakland at 12:34 P. M., Tuesday August 16 (Pacific coast time), two minutes before the *Woolaroc*. The *Aloha's* flying time was twenty-eight hours and sixteen minutes. John W. Frost, piloting the *Golden Eagle*, and John A. Pedlar, pilot of the *Miss Doran*, are still unaccounted for.

"All four planes are powered by the Wright Whirlwind air-cooled 200-horse-power radial engine, the same motor that carried the *Spirit of St. Louis*, the Bellanca monoplane, and Commander Byrd's *America* across the Atlantic and the two previous Pacific expeditions to Hawaii.

"Arthur C. Goebel, Los Angeles commercial and stunt flyer, who was the first of the contestants to file an entry, has had 1,800 hours in the air. He is known all over the West for his circus tricks and stunts with planes. He is thirty-one years old and unmarried. The name of his plane, *Woolaroc*, was borrowed from a famous old Indian chief of Oklahoma, which, in the red man's tongue, means 'good luck.'

"Martin Jensen, Honolulu's sole entry, pilot of the *Aloha*, has been doing interisland flying in Hawaii. He slipt into San Francisco unnoticed and unknown, and purchased his monoplane with funds raised by popular subscription in the Hawaiian Islands just a week before the flight."

As a result of the Dole race, the New York *Sun* is convinced that "Hawaii is but little more than a step away from the United States; and that, short as the step is, it is not without its perils." On the day after the race ended, August 18, *The Sun* said:

"Public joy in the triumph of the *Woolaroc* and the *Aloha* was tempered by anxiety over the *Golden Eagle* and the *Miss Doran*. Uncertainty as to their fate, coupled with memory of the various smash-ups which preceded the race and the turning back of two additional starters, enforces the lesson that the conquerors of the air do not win their triumphs without risk."

But, insists M. E. Tracy in the Washington *News*, "worthwhile triumphs never have and never will come without risk." Continues this writer:

"Fatality has always dogged the trail of pioneers. A century and a half ago it was quite as dangerous to walk from Pittsburgh to Cleveland as it is to fly from New York to Paris now. The first year the Pilgrim Fathers spent at Plymouth they lost more than half their number. Of the first 12,000 people who came to America, two-thirds had perished within a decade.

"The time has not yet arrived when we can be safe and successful at the same time. This generation must dare and do like any other. Nothing has come into life to make it secure for those who lead the way. Humanity can stand still without taking chances, but it can not move forward."

The American aviators who entered the Dole race, together with their financial backers, are said to have invested a quarter of a million dollars in machines and equipment in order to make the flight. As a result, we are reminded by the Albany *Knickerbocker Press*, "airplanes, flying over the deep Pacific, battling through fierce winds and treacherous fogs, were for the first time in history, placed in competition, not with records, but with each other. It was a magnificent contest of skill and daring." Even tho but two of the four starters finished, the San Francisco *Bulletin* is convinced that—

"The value of the Dole Derby and other similar events which doubtless will follow is the demonstration of the precision with which aviators generally can repeat the first successful experiments under conditions more nearly approaching those that must be met to make commercial aviation practical.

"We did not need the Dole Derby to prove that American aviators in American planes can fly across oceans. That has been demonstrated on several recent occasions. But the transoceanic flights have been solo exploits. The starting times have been fixt only vaguely. Those who succeeded did so under conditions as ideal as possible and without pressure of competition. They chose their own weather conditions."

DE VALERA IN THE DAIL EIREANN

"THE BEST THING THAT HAS HAPPENED in the last five years!" is the comment with which President Cosgrave of the Irish Free State greeted the coup that seemed likely to drive him from office. Eamon de Valera and forty-three other irreconcilable Republicans—the Fianna Fail group—had suddenly decided to take the seats in the Dail Eireann to which their constituents had repeatedly elected them but which they had not occupied because they had scruples against taking the oath of allegiance to King George. That this sudden "about face" may indeed be the best thing for Ireland is the fairly unanimous opinion of the American press. Especially has this view prevailed since the test of strength in the Dail on August 16, when the coalition Labor and De Valera forces failed—tho by lack of only one vote—to overthrow the Cosgrave Government. The vote was 71 to 71, allowing the Speaker to cast the deciding ballot against the insurgents. Thus the present Government has a reprieve, tho on so slender a margin that Mr. Cosgrave himself announces the intention of calling a general election before long.

WILLIAM T. COSGRAVE

President of the Irish Free State, whom the De Valeraites failed to overthrow.

Ireland is laughing still because the man who produced this result—by not voting—bears the name of Jinks. Alderman John Jinks of Sligo, indeed, not only because the jinx of the Fianna Fail, but also, as the correspondents agree, made a niche for himself in history as the man who saved a Government merely by walking out of the room. He explained later that after hearing Mr. Cosgrave's defense in the Chamber, he could not bear to vote against him.

The important point, we are told, is that the next parliamentary battle will be fought with constitutional weapons, and that practically the whole Irish nation will be represented in the body where it is fought out. "With the De Valeraites fulfilling the obligations of the posts to which they were elected," thinks the New York *Evening Post*, "there should be no further barrier to Ireland's settling her political problems by the peaceful methods of parliamentary debate." And the Boston *Transcript* declares:

> "In the broadest sense, the entrance of the De Valeraites into the parliamentary status is a good thing. It ends, for the moment at least, the epoch of extra-political hold-ups in Ireland and the condition of intransigeance on the part of a large element of the population. It brings everybody out into the open."

The assassination of Vice-President Kevin O'Higgins, with the consequent passage of the drastic Public Safety act, is generally accepted as an indirect cause of the Republicans' sudden entry into the Dail. But the severe law in question also is condemned by many friends of the Cosgrave Government as a dangerous weapon, so that the Washington *Post* expresses a prevailing sentiment when it remarks: "There can be no objection if the majority of the Dail now votes down the drastic Public Safety bill." Other papers think that this law will, at least, not now be enforced.

Criticisms of De Valera, however, and especially of his reservations in taking the oath, are abundant. When the Republicans repeated this oath before taking their seats, they stated that they did it merely as an "empty political formula." The New York *Evening Post's* comment is: "A little thing like perjury is evidently of no consequence to De Valera." The New York *Times* is less severe, but it remarks concerning De Valera's change of heart:

> "He wouldn't take the oath, but he took it. He won't take office, but he may take it yet. For the moment, anyway, almost an Irish Era of Good Feeling may be discerned."

Acme News picture

EAMON DE VALERA

Whose entry into the Dail changes the face of Irish politics.

"It is very hard to see why," says the Boston *Herald*, "if the Irish oath is merely a political formula, Mr. De Valera and his party have refused so long to take it, and why they now announce their intention to seek its modification by negotiation with the British Government." If the oath is an "empty formality," declares the Baltimore *Sun*, then the Republicans have surrendered either their honor or their convictions. The same editor adds:

> "Whatever the true character of this action of Mr. De Valera and his friends, the motive is clear. They wish to get in out of the wet. They grew faint and hungry on the outside, and perhaps became scared. Once inside, warmed and revived, they may be able to make more trouble for the Government than in the past."

On the other hand, the side of the De Valeraites is presented at some length by the Boston *Globe*. Pronouncing their entry into the Dail "the most momentous happening in Erin since the Free State Government was instituted," that paper goes on to justify their sudden shift in these words:

> "Using the murder as an opportunity, President Cosgrave proceeded to draw up and force through the Dail measures designed to harass, exasperate and ultimately annihilate the Republicans. Not even under the Coercion Acts of former British rule in Ireland have such drastic and extraordinary measures been pushed to enactment there. They make mandatory a death penalty for any person found illegally in possession of arms. They provide absolute and unlimited authority for the Minister of Justice to exile any one suspected of supporting or affiliating actively with movements in opposition to the Free State. They establish suppression of association and press criticism, imprisonment for three months on suspicion, the supersession of civil courts by military courts martial, and they prohibit all referenda except such as the Government may approve.
>
> "These astounding measures, it is plain, have the effect of pronouncing decree of outlawry upon the Republicans. Another measure, put through with them, denies any parliamentary candidate the right to run for office unless he gives pledge beforehand to take the oath. Mr. De Valera's party was thus brought face to face with a choice of no small moment for the nation. It would have to fall back upon resistance by violence—which meant civil war; or it would have to revise its policy and enter the Government. It is to the credit of its leaders that they have elected the latter course."

SHALL WE APPLY THE QUOTA TO OUR NEAREST NEIGHBORS?

"A BLOW AT THE SOUTHWEST" is what one Texas paper calls the movement of Labor Department officials at Washington for an extension of the alien quota law so as to make it apply to Mexico and Canada, as well as to European countries. "An insult to our Canadian neighbors" is the comment, in substance, of papers along the Northern border. On the other hand, the press of the country in general, away from the borders, is inclined to favor the proposition of applying law to both neighbor nations, as advocated by Representative Albert Johnson, Chairman of the House Committee on Immigration, and Harry E. Hull, Commissioner-General of Immigration.

"The situation with respect to Mexico is the more serious," remarks the Kansas City *Star*, "since the total number of Mexicans now in this country is estimated at more than 818,000. Nearly 68,000 of these came across the border last year, we are told, besides unknown thousands who smuggled themselves across without permits. The wisdom of extending the quota restrictions to include Mexico, *The Star* thinks, "hardly could be denied," and the Dallas *News* differs from the majority of papers in the Southwest by declaring:

> "It would be humorous if it were not tragic, in the opinion of Assistant Secretary of Labor Husband, that we admit an annual immigration from Mexico that equals the entire quota of Great Britain, Northern Ireland, Sweden, Denmark, and Italy."

There is plenty of organized effort to break down the immigration law, in the opinion of the Chicago *Tribune*, and if it is not to succeed "there must be organized defense among Americans who are devoted to the preservation of American institutions." The Pittsburgh *Sun* sees in the "bootlegging" of immigrants across the Mexican boundary "another phase of a situation that is certain to call loudly for quota control and border patrol in the next Congress." The quota for Mexico under the law, the Milwaukee *Journal* points out, would be 1,600 instead of 68,000, and if this reduction deprives the Southwest of cheap labor, it continues,

> "That does not give the Southwest a right to howl. The rest of the country has cheerfully accepted a restriction of its cheap labor from Europe, and the Southwest can do the same for the national welfare with regard to its Mexican sources."

To this the Houston *Post-Dispatch* replies that the Southwest will "gird itself for a strenuous fight" against any such measure, adding:

> "It would curtail or destroy one of the main sources of cheap labor for Southwestern farms and ranches and bring ruin to thousands of citizens. In view of the extensive migration of negro workers to cities of the North and East, the effort to shut off the labor supply from Mexico assumes an even more alarming aspect. In addition to the fact that it would seriously cripple the farmers and stockmen of the Southwest, the quota scheme for Mexican immigrants deserves to be condemned on general principles. An outlay of millions of dollars annually would be required to enforce it."

If Congress tries to stop immigration of Mexican labor, the Denver *Rocky Mountain News* thinks, "it is going to find itself up against a more trying problem than when it fixt quotas for European and Asiatic countries." The St. Louis *Globe-Democrat* warns that "the quota system can be overdone to such an extent, under existing labor conditions, that the whole system might suddenly be abolished."

One difficulty of the problem, as the Brooklyn *Eagle* and Manchester *Union* point out, lies in the fact that if the law is applied to Mexico it must logically be applied also to Canada, and the two cases are very different. The Mexicans gather in little colonies and resist assimilation, we are told, while the Canadians are our own kind of people and become good citizens at once. Hence the indignation of Northern border papers, such as the Helena *Independent*, whose editor declares:

> "If the peaceful relations between Canada and the United States continue for another 100 years, it will be because some of our petty bureaucrats have been unable to destroy a good foundation. Immigration Commissioner Hull, casting about for new worlds to conquer, will endeavor to get immigration barriers set up between the United States and Canada. There is exactly as much reason for such action as to have immigration barriers set up between Maine and New Hampshire, or between Montana and Wyoming."

THE MOTOR MORE DEADLY THAN WAR

ENOUGH MEN, WOMEN, AND CHILDREN to populate a city the size of Nashville, Tennessee, have been killed by automobiles in the United States during the last eight years. Or, as the National Automobile Chamber of Commerce puts it, more than the total death lists in the American forces during the World War. Specifically, 137,017 persons were killed in this country by automobiles between January 1, 1919, and January 1, 1927, while the total deaths in our armed forces amounted to 120,050. In those eight years some 3,500,000 persons have been injured in automobile accidents, and 26 per cent. of the killed and injured were children under the age of fifteen years. Last year it was estimated that 23,000 persons were killed by automobiles, an increase of a thousand over the previous year. Fatalities in seventy-seven of the largest cities during the four weeks ending July 16, according to Department of Commerce figures, show a 7 per cent. increase over last year.

"The trouble," explains the Columbus *Dispatch*, "is that, as these fatalities have increased, we have unconsciously allowed ourselves to become calloused to them. When any considerable proportion of the people become startled by these figures, a decided improvement will at once set in." In New York City, for example, automobiles killed 514 persons in the first six months of this year. The New York *Evening World*, in fact, is convinced that "killing by automobiles has come to be privileged." According to this paper:

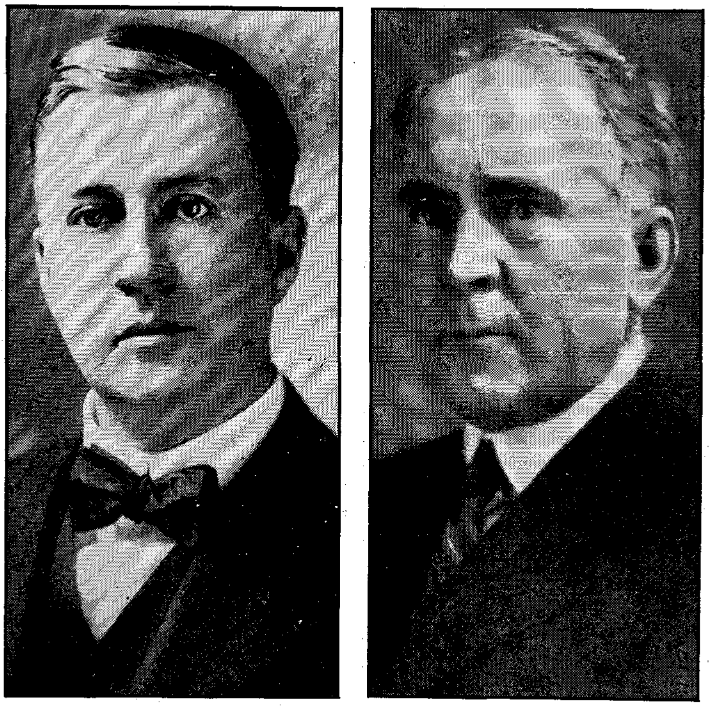
> "If in the last six months 514 people had been murdered in this city, it would be conceded that society was in a state of collapse. If 514 people had been killed by subways, the entire country would be shocked at the record. If as many as 514 people had been killed by falling brick or timber where construction is in progress, special legislation would be passed at once to meet the grave peril. But since the 514 people killed in New York City during the last six months were killed by automobiles, we take it lightly as something to be expected."

The whole world was aroused over our participation in the war, and our losses from accident, battle, and disease, remarks the Pittsburgh *Post*, yet little attention is paid to the 137,000 who have been killed by automobiles since the beginning of 1919. "This is a sad commentary on our state of civilization," declares the Pittsburgh paper. Furthermore, we read in the St. Louis *Globe-Democrat*, "these gruesome figures should impress the individual driver with his responsibility at the wheel." The moral to be drawn from the total number of deaths "is clear enough" to the Manchester *Union*. This, we are told, is "the need of care, and still more care, on the part of the public." The chief precaution, thinks the Washington *Post*, should be to keep automobiles in good condition—brakes, horn, lights, steering mechanism, and rear vision mirror. Meanwhile, what of the figures of the present year? To quote the Philadelphia *Inquirer:*

> "What the harvest of 1927 is to be can not be predicted yet. In some communities where safety campaigns have been conducted, the death-rates have decreased, but in other sections of the country the increase threatens to offset the gain."

KENTUCKY TO CHOOSE BETWEEN BECKHAM AND BETTING

KENTUCKY'S "BOY GOVERNOR" of twenty years ago, J. C. W. Beckham—still under sixty—returns to the political ring as Democratic candidate for Governor after an exciting primary contest that attracted the attention of the whole country. Beckham's victory is attributed by the Louisville *Herald-Post* (Ind.) to the fact that through years of political campaigning his name had "the familiar ring of a well-advertised brand." And in neighboring Tennessee the Nashville *Banner* (Dem.) insists that the issues involved in the primary were negligible considering the tide of popular affection for the man Beckham. But to most interested papers, both in and out of Kentucky, the former Governor and United States Senator seemed the leader of a crusade against betting—or, to be specific, against the licensed operation of the pari-mutuel betting machines at the race-tracks. The result astonishes many outsiders, because, as one press writer notes, "Kentucky for nearly a century has been known as the home of the race-horse-breeding industry and the most patronized turf event in the country"—the Kentucky derby. The nomination of Mr. Beckham, asserts the Paducah *News-Democrat* (Dem.) in Kentucky, is "the greatest moral victory achieved in the politics of Kentucky in a quarter of a century." In the Republican primary the anti-betting candidate was defeated and Judge Flem D. Sampson nominated to run for Governor against Beckham. The Democratic press of Kentucky, as canvassed by THE LITERARY DIGEST, seemed to have leaned decidedly toward the Beckham side during the campaign. Now that he is nominated, says the Democratic Louisville *Times*, Governor Beckham "stands out as the champion of party and State freedom from domination by selfish interests." "He does not believe that the legitimate sport of horse-racing is dependent upon legalized gambling," explains the Winchester *Sun* (Dem.). The Lexington *Leader*, a Republican daily, tho opposing Beckham, believes that the people of Kentucky will eventually demand "that the blight of legalized gambling be eradicated."



RIVAL CANDIDATES FOR GOVERNOR OF KENTUCKY

At the left, J. C. W. Beckham, nominated by the Democrats and pledged to end legalized race-track betting in Kentucky. At the right, his Republican opponent, Judge Flem D. Sampson.

Kentucky, tho the home of the "sport of kings," has long been divided on the question of the accompanying betting, explains the Washington *Post*—

> "The opponents of the Jockey Club, which controls racing in that State, have been active in a militant fashion for a number of years. Bills to abolish pari-mutuel betting have been introduced at every session of the legislature for the last decade. They have been approved, in many instances, by the House and defeated in the Senate. The party division now indicated promises to afford a State-wide referendum."

The further information is set down by the Baltimore *Sun* that "the State has become restless under what is called a bipartizan combine held together by race-track money."

At any rate, the candidate of what is generally the majority party in Kentucky is pledged to "unhorse the racing interests," asserts the Owensboro (Ky.) *Inquirer* (Dem.), and "the paramount issue between the candidates is whether the Kentucky Jockey Club shall be permitted to dominate both political parties and control the government of the State." In the opinion of the Baltimore *Sun*, "doing away with pari-mutuels does not do away with either race-tracks or gambling; it merely drives the latter under cover."

The one thing certain, as the Ashland (Ky.) *Independent* sees it, is that "the November election will be close and bitterly fought." "The fight has only begun," admits the Georgetown *News* (Dem.). The Republican *Mountain Advocate* of Barbourville, the home of the Republican candidate, is certain that "Judge Sampson, with his great popularity among people of all classes and political faiths, will win in November." But a number of Democratic papers, like *The Park City News*, of Bowling Green, are certain that Mr. Beckham will be elected. They recall that he carried the primary by about 30,000 votes. The Paducah *News-Democrat* (Dem.), which considers the victory of Beckham "a triumph of the rural and small-town vote," declares that "after this notable triumph of right and free government over organized and entrenched corruption, it is unthinkable that Beckham should fail of election in November." And in the Louisville *Courier-Journal* (Dem.) we read:

> "The Democratic party of Kentucky has shaken off the grip of the combination of the Jockey Club and the hermaphrodite political bosses who pull its wires. It now comes before the people its own master, with its own candidate. But it does not shut its eyes to the fact that it still has a fight to elect Beckham; that it must overcome in November the same resourceful and unscrupulous opposition that it overcame this month."

Mr. Beckham and Judge Sampson, the opposing candidates in the final election, represent, it is noted in a Cincinnati *Enquirer* dispatch from Louisville, "not only different sections of the State, but different environments":

> "Judge Sampson, Mr. Beckham's opponent, was born in a log cabin near London, Kentucky, January 23, 1875. He taught school until he saved enough money to pay his railroad fare to Valparaiso University. He worked his way through college.
>
> "Beckham was born near Bardstown in 1869, the son of William N. Beckham and the grandson of Charles A. Wickliffe, who served as Governor of Kentucky and as Postmaster-General in President Tyler's Cabinet. In 1898 he was elected Speaker of the House, the youngest man to hold the office. The following year he was chosen Lieutenant-Governor.
>
> "Following the assassination of Gov. William Goebel, Mr. Beckham became the 'Boy Governor of Kentucky.' He was elected to the office in 1903, serving until 1907, when he was defeated for the United States Senate. He was elected to the Senate in 1914, but was defeated for reelection by Richard P. Ernst. He then began the practise of law in Louisville."

THE AUTHOR'S "UNEARNED" ROYALTIES

A FINE EXAMPLE OF HAIR-SPLITTING is discerned by the Philadelphia *Inquirer* in the recent ruling of the Internal Revenue Bureau that royalties on published books are not "earned" income, and are therefore not entitled to the 25 per cent. reduction accorded to "earned" incomes. The earnings of authors, declares A. W. Gregg, general counsel of the Bureau, must be classified for income-tax purposes as "unearned income," and must bear the full burden of taxation. But, points out the Philadelphia paper, "having made this distinction, Mr. Gregg goes on to say that individual cases should be considered upon the facts in each instance.

"The logic of the Internal Revenue Bureau's legal adviser," the Washington *Post* is convinced, "will be difficult for authors to follow." This is also the view of the Boston *Post*. *The Christian Science Monitor* looks upon the ruling as "grimly humorous, as well as officially foolish." Continues *The Monitor:*

> "The ruling has to do with the distinction in the amount of tax laid upon earned and unearned income. It is a pretty safe proposition that anybody who gets a livelihood by writing earns every dollar he enjoys, but the sages of the income tax think otherwise. They admit that the man on a newspaper or magazine, paid either by salary or space, earns all he gets. They also believe that an individual who writes a book, and sells it for a fixt sum to the publisher, has earned that sum. But if he writes such a book, and it is given over to the publisher on a royalty basis, his income, according to these wiseacres, is unearned.
>
> "Just where the intelligence of this ruling comes in it is difficult to understand. Whether sold on royalty, or for a lump sum, the book required precisely the same amount of work to write, the same exertion of the imaginative faculties, or the same amount of industrious research. Why in the world in the one case the reward it obtains should be regarded as earned, and in the other as unearned, we can not comprehend.
>
> "The trouble with decisions of this sort is that they affect a great number of people, but possibly no one individual very seriously. They can be made carelessly, wantonly, and there is no one whom it would pay to undertake the labor and expense of getting them reversed. We should think that in this case, however, the injustice is so glaring that the income-tax authorities might very well reverse themselves without waiting for some one to bring a test case."

In a letter to the New York *Times*, Abner Aylesworth maintains that—

> "If the bureau had classified all of an author's income as 'unearned' its position would at least have had the merit of consistency, but the attempt to spin a fine distinction between income obtained from the serial publication of a novel and that obtained from its book publication has no justification in fact."

"The chief unfairness of the Gregg ruling, in the eyes of authors," explains the New York *World*, "lies in the rather arbitrary distinction it makes between authors on contract and free-lance authors." To again quote the Philadelphia *Inquirer:*

> "Mr. Gregg admits that if a publisher engages an author to write articles on certain subjects once a week for a newspaper, or to write a book on a certain subject with payment in cash, the relationship between the two becomes that of employer and employee, so that the latter may claim the reduction on earned income. But how does the method of payment really affect his legal position? Why is he less employed by the publisher if he gets royalties in lieu of a cash payment?
>
> "Such a ruling amounts to discrimination against the author of books in the matter of royalties. Mr. Gregg seems to be aware of the iniquities possible under his interpretation of the law when he says that no attempt should be made to lay down a general rule. But unless the rule is of this nature, how can exceptions, presumably based on technicalities, be made in some cases with justice to authors as a whole?"

"The only reason for supposing that an author's income is not 'earned' is that he does not collect it in a manila envelop on Saturday," observes the Albany *Knickerbocker Press*. As a matter of fact, avers the New York *Herald Tribune:*

> "The provision of the income-tax laws allowing a 25 per cent. deduction on earned income is clearly intended to differentiate between income from personal effort and income from capital investment, but the Treasury's legal expert can see no distinction between royalties derived from the investment of money in coal lands and royalties derived from the investment of brains, imagination, and an ability to use a typewriter in the production of works of art. The legal theory of rent is to be applied to both—until some author fights the ruling in the courts.
>
> "The pleasant effect of this is to penalize the independent artist and, by putting a premium on work produced under contract arranged beforehand, to encourage all those forms of hack writing and made-to-order art which are generally supposed to be the least desirable. This is a stupidity; but it is no more stupid than the general treatment of artists under the present laws. A writer may spend three or four years in producing, perfecting, and selling a piece of work, getting his return for it all in the fifth year. The Treasury not only explains to him that he has not 'earned' the money; it also exacts the full tax upon the income of the fifth year, regardless of the fact that it has actually been derived from the labors of all the preceding four and ought to be spread over them. The British have a better system, for they tax an author on the average of his earnings for the preceding three years.
>
> "However, the artist should have a reply. If the Treasury and the laws insist upon regarding them as capitalists, they ought to take advantage of it. The deductions allowed for 'all the ordinary and necessary expenses incurred in carrying on any trade or business' should certainly include the raw materials of food, housing, travel, books, cigarets, and other stimulants to the imagination necessary to carrying on the business of writing, while brain-fag should be taken care of by 'a reasonable allowance for the exhaustion, wear and tear of property used in the trade.' Indeed, if book royalties and coal-land royalties are to be treated on the same basis, more than one of our elder literary men ought to be able to claim, under the section devoted to mines and other 'natural deposits,' a good deal for 'depletion' of the original deposit of imagination."

The New York *Times* believes that, "however sound in law may be the Gregg ruling, authors are sure to feel that the decision discriminates against them unfairly." We read on:

> "The Internal Revenue Bureau apparently divides into three classes the product of pens: First, journalistic or other work paid for on a time or space basis; second, books contracted for in advance by publishers; third, books the right to publish which an author sells. The first two categories are deemed by the Treasury officials to represent work, the income from which is earned. Income from the third is 'unearned.'
>
> "A strict construction of this ruling would seem to indicate that if the author is paid a lump sum, instead of in proportion to sales, he has earned his income, whereas if he waits for the accounting with his publishers he has failed to earn his income.
>
> "It has always been the privilege of the Treasury Department to make cast-iron rulings interpreting the law. Those who have time and money may contest unfavorable decisions. But the mass of taxpayers, including the majority of authors, are unable to do so. Hence their only redress is to have the apparent injustice discust.
>
> "It may be true that some authors do not deserve even what they earn. But the Treasury is taking upon itself the task of drawing fine distinctions which may be good law, but which are bound to be unfair to the members of a supposedly honorable and usually underpaid profession."

The Internal Revenue Bureau's ruling, which is discust by these widely read newspapers, reads in part as follows:

> "Where the royalties received by an author are derived either from the sale, leasing, or renting of the intellectual product, it is the opinion of this office that they are not paid for 'personal services actually rendered,' but are paid for the use or sale of property, and do not come within the meaning of the term 'earned income.'
>
> "Intellectual products of an author who contracts or is employed to write articles or books at some time in the future for publishers, in a majority of cases, belong to the employer, and the author has no tangible or intangible property rights in the published property. It is the opinion of this office that both the lump-sum amount and royalties paid in this class of cases is for 'personal services actually rendered' and comes within the term 'earned income.'"

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

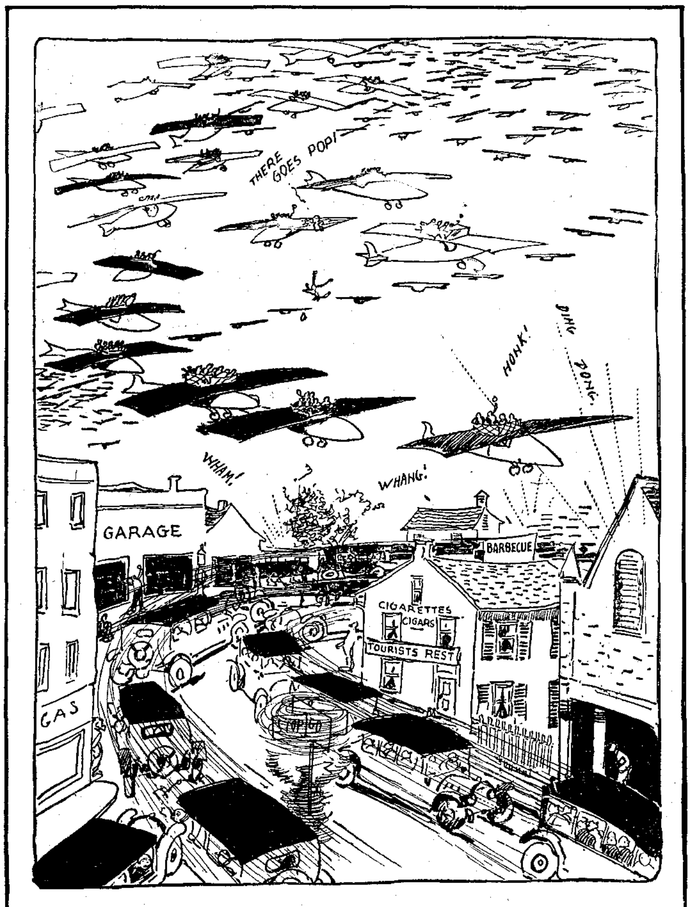
Seeing is believing, except in the movies.—*Marshall County Banner.*

Millionaires who want to die poor might try razor factories in Russia.—*Wall Street Journal.*

Well, we didn't have much luck reducing the British Navy to the level of our needs.—*Dallas News.*

This will be a brighter world when, if ever, the cantaloup severs relations with the pumpkin.—*Toledo Blade.*

Wouldn't it be grand if some genius could only cross the umbrella with the homing pigeon?—*Louisville Times.*



FASTER AND FASTER AND FASTER!

—Donahey in the Cleveland *Plain Dealer.*

Somebody proposes pacifying the Philippines on the Irish Free State plan. How that man must hate peace!—*Dallas News.*

Our surplus seems to bother us more than the deficits of many of the European Governments do them.—*Columbia Dispatch.*

Great Britain thinks that the race for international prestige always goes to the fleet if not to the swift.—*Nashville Banner.*

Alas! Those able to afford all of the labor-saving household devices could afford to hire the work done.—*Publishers Syndicate.*

One of the most sensational rumors afloat in this day of wild speculation is that the new Ford is to have springs.—*Nashville Banner.*

It would suit us Democrats admirably if the Republicans in their uncertainty would compromise on nominating Mr. Fall.—*Dallas News.*

Women's intuition doesn't seem so impressive when central uses it to decide what number you really want.—*Quincy Whig-Journal.*

Big Bill Thompson is losing his pristine fire. The Prince of Wales has been right up in Canada for several days and Big Bill hasn't made a move to chase him back to England.—*Nashville Banner.*

If the Roumanian king lacks authority in his own home, he's about the only five-year-old we know of that does so.—*El Paso Times.*

The eruption of Vesuvius is the only major activity in Italy that is not being personally conducted by Mussolini.—*Nashville Banner.*

Talk about the saturation point in the automobile industry started before son and daughter got big enough to drive a car.—*Arkansas Gazette.*

A prominent dentist announces that the Eskimos enjoy pain. Dentists have that idea about practically everybody.—*New York Herald Tribune.*

We Americans are a great race, and seem able to maintain our independence in Nicaragua under even the most trying conditions.—*El Paso Times.*

Two of the rules for longevity laid down by a fine old gentleman in New York, who celebrated his ninety-eighth birthday last week, are to drink alcoholic beverages in moderation and never to worry about anything, and we suppose perhaps this is a possible combination, in New York.—*Ohio State Journal.*

If seeing is believing, men should have implicit faith in women these days.—*Passaic News.*

To make the boy stop smoking, make him stop running around with his sister.—*Wall Street Journal.*

Many men who refuse to believe in Santa Claus are convinced they can beat Wall Street.—*Louisville Times.*

One reason why we don't travel by airship is because there is so little fun looking at the tops of things.—*Dallas News.*

W. C. T. U. will soon do its best to prevent one-day flights to Paris and Germany.—*Wall Street Journal.*

Well, well. The naval disarmament conference is over and Uncle Sam gets to keep both his ships.—*Nashville Banner.*

Maybe it will be possible to smuggle Paris divorces into this country instead of having to go to Paris for them.—*Albany News.*

The man with $1,000 never hesitates these days about what kind of car to buy. He always buys a $2,000 one.—*El Paso Times.*

Mr. Ford plans to operate an airplane Pullman. It'll be a serious matter then if the porter brushes you off.—*Nashville Banner.*

Our position is that we shouldn't cancel the French debt until the French give our tourists free board and lodging.—*Dallas News.*

Life-insurance policies may now be sold to aviators. It seems that our gallant airmen aren't safe from anything.—*El Paso Times.*

The man arrested in Philadelphia for tearing buttons off people's clothes has been returned to his laundry.—*Atlanta Constitution.*

Another day we never expected to live to see, but did, was the one when Calvin Coolidge began to look like the most suitable timber for the Presidency of the anti-Third Term League.—*Ohio State Journal.*

Queen Marie plans another visit to America. She is likely right in thinking that we'll come across if she does.—*Nashville Banner.*

Since England will not revise her cruisers downward our big-navy men feel that we must revise ours upward. Parity, they say, begins at home.—*The New Yorker.*

A California beauty specialist says the feminine film stars do not take any exercise. Of course not. What are they paying their doubles for?—*New York Evening Post.*

It's a question as to whether or not the churches are slipping, but if they are it may be because they don't come out with a new model religion every August.—*Des Moines Register.*

Perhaps Geneva will lead to a war-ship of some kind which may be demounted in half an hour in case of a disarmament treaty and reassembled hurriedly in case of a call.—*Detroit News.*

Mr. John Drinkwater has exprest the opinion that Mr. G. B. Shaw, as a dramatist, is the most considerable force that has enlivened our theater for two hundred years. Mr. Shaw is understood to have taken this faint praise with his customary good nature.—*Punch.*

FOREIGN - COMMENT

LINKING THE PEACE BRIDGE WITH GENEVA

THE BREAKDOWN AT GENEVA of the Naval Disarmament Conference happened about the time the Peace Bridge between Buffalo, New York, and Fort Erie, Ontario, was about to be declared officially opened in the presence of high dignitaries of England, Canada, and the United States. The Prince of Wales and Premier Stanley Baldwin, as well as the Canadian Premier, W. L. Mackenzie King, and other distinguished Canadian figures, were present; and from our side, Vice-President Charles G. Dawes, Secretary of State, F. B. Kellogg, and Gov. Alfred E. Smith of New York. This fact inspires some editors to say that such material evidence of continued amity between Canada and the United States removes much of the asperity that arose from the disagreements between Great Britain and the United States over naval disarmament. But there are Canadian editors who think and declare flatly that the Peace Bridge has nothing at all to do with the Geneva conference, but only forms a more convenient communication between New York State and Ontario. On the other hand, in England, the London *Morning Post*, which is cynical about the Geneva conference, observes:

Wide World Photo

THE NEW BOND OF CANADIAN-AMERICAN AMITY

At the official opening of the Peace Bridge connecting Buffalo with Fort Erie, Ontario, Vice-President Dawes and Secretary of State Kellogg met the Prince of Wales, Prince George, and Premier Baldwin, in the presence of a multitude estimated at more than 100,000 people.

"Those who seek peace by the limitation of armaments begin at the wrong end. A more hopeful way is to cultivate friendship and good-will. The ceremony at Bridgeburg yesterday is the best possible comment on the breakdown of the Geneva conference. It says better than any form of words could say that there is no substance in the failure of those ill-founded negotiations of Geneva."

It was a stroke of undeserved good fortune, tartly remarks the London *Daily News*, that so soon after the dismal breakdown of the tri-party naval conference at Geneva, British and American statesmen should be able to meet together on Canadian territory at the opening of the new bridge, and it adds:

"The Bridge of Peace is a true answer to the stupid controversy that has been going on for many weeks at the official seat of the League of Peace. There is more meaning in the simple fact that the far-flung frontier between Canada and the United States stands absolutely unguarded than in all the recent protestations of uneasy politicians that war between Great Britain and the United States of America is unthinkable."

Canada and the United States each has distinctive individualities, remarks the London *Daily Express*, and while the peace between them immensely contributes to their identical economic interests, it has not changed their respective characters or emasculated in any way their divergent loyalties, and this newspaper asks: "How long will it be before Europe, bristling with armaments and jealousies, learns the lesson that Canada and the United States have joined in teaching the world?"

The formal opening of the Peace Bridge, shared in by high officials of Great Britain, the United States, and Canada, says the Montreal *Daily Star*, constitutes as fitting a comment as could be imagined on popular feeling in all three nations following the "regrettable fiasco" at Geneva. Fortunately, two of the speakers, this newspaper adds, were not afraid to break the reticence with which we are all inclined to cover an unfortunate episode, and to voice this feeling openly. It is recalled then that:

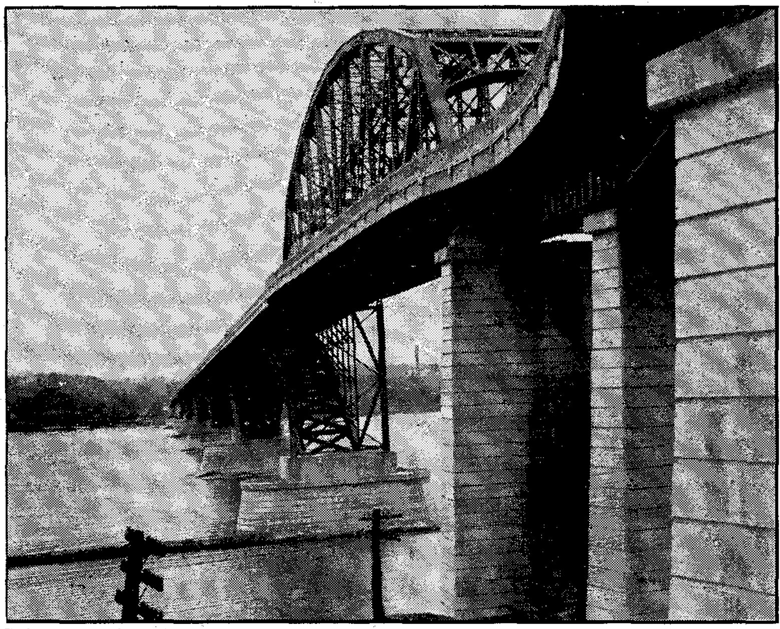
"Mr. Baldwin said that, tho 'we have had to differ for a moment, we know in our hearts that this does not affect our friendship.' This was the true Baldwin touch. It went right to the core of the situation. We are all profoundly sorry that our experts have failed, but we have absolutely no intention of permitting any one to drive us into a quarrel over it. The public man in either nation who deliberately takes a course which may lead to this result will be severely dealt with by his own people.

"Vice-President Dawes handled the delicate question with characteristic vigor and fearlessness. He cut the Gordian knot by declaring that 'if Great Britain required light cruisers which the United States does not need and the United States required heavy ships which Great Britain does not need, there is no excuse for inaugurating a competition in which ships will be built which neither of them need.' This is but another version of the mordant Lloyd George comment of a week ago when he described a proposed compromise in this fashion:

"'Let America build light cruisers she does not want, and, in order to be equal to the U. S. A., Britain, on her part, will build heavy cruisers that she does not need. And Japan will share the folly in the proportion of 3 to 5. America and Britain insist on being equal fools. Neither will yield the supremacy in folly to the other. They, however, stipulate that Japan must be satisfied with ranking as only three-fifths of a fool.'

"Apparently if ex-Premier Lloyd George and Vice-President Dawes were charged with settling the matter, they would find little difficulty in reaching an agreement; and their agreement would be the common-sense combination of a practical equality in friendly diversity. Vice-President Dawes made, however, another comment on the fiasco which was even more penetrating. He said:

"'Perhaps before this (Geneva conference) there was not the preliminary careful appraisement by each conferee of the necessities of the other—perhaps too exclusive concentration by each conferee on the question of necessities of his own nation resulted in predetermined ultimatums before a comparison of views—perhaps the public announcement of respective programs early in the conference produced fears of domestic public repercussion if they were reasonably modified, as would be necessary to effect an agreement.'"



Underwood & Underwood photograph

THE CANADIAN-AMERICAN PEACE BRIDGE

Almost a mile in length, this structure is said to be a material link "expressive of the invisible link that binds both countries together."

A sharp dissenter from journals that connect the Peace Bridge with Geneva, is the Windsor *Border Cities Star* which declares that the Peace Bridge at Buffalo had nothing to do with Geneva or with the good-will of Great Britain toward the United States. It was built, we are assured, purely and solely because the people of Buffalo and Fort Erie and the surrounding country wanted a better way to cross the river than by ferry, and this daily continues:

"It was built for the same reason that the Border-Bower bridge is to be built between the Border Cities and Detroit. It was built for the same reason that three other bridges had previously been built at Niagara Falls, and one between Queenston and Lewiston. These latter four spanned the Niagara River long before the Peace Bridge was opened. Some of them were built long before Geneva and naval disarmament and the World War were ever thought of.

"The Peace Bridge at Buffalo was planned years before the Geneva conference was called. The opening ceremonies were arranged months prior to the naval meeting in Switzerland.

"The Peace Bridge, like all other things connecting Canada and the United States, was built because the Canadian and American people are sensible enough to know that peaceful intercourse between the two nations is to our mutual economic advantage. It facilitated transportation. The name suited because the span was started soon after the war, when the talk of peace was constantly in the air.

"As far as the good-will of Great Britain and the United States being sealed at Buffalo, and Geneva's troubles being patched up at the Peace Bridge ceremonies, it is doubtful if the average citizen of Great Britain remembers his geography well enough to know that the Niagara River is a part of the invisible boundary line between Canada and the United States. How many Canadians know that the Cheviot Hills run along the border of England and Scotland?"

Altho this was the official opening of the bridge, the new span has already proven its value as a connecting bond between Canada and the United States, this newspaper relates, and it adds:

"Traffic has been going over the bridge since this spring. Already about one million cars have passed to and fro between the two countries. All of these have taken people bent on visiting the neighboring nation."

WHERE THE NEGRO RULES

THE TINY NEGRO REPUBLIC, Liberia, sandwiched between Sierra Leone and the Ivory Coast, in that part of West Africa commonly known as the "white man's grave," is said to have several claims to distinction despite the fact that so few people could place it on the map offhand. First of all, Leonard Howell tells us in the London *Daily News*, Liberia is notable as the result of an experiment in freed-slave settlement. Perhaps, it is not altogether a successful one, he admits, but adds that it must be considered remarkable as an attempt at negro self-governing colonization, which has survived a century, and given this miniature State a place in the sun in more than one sense, for its southernmost districts are within five degrees of the equator. The original handful of "Uncle Toms," as Mr. Howell calls them, were landed from America in 1821 on a small strip of territory known as the Pepper Coast. Other territory was added as newcomers trickled in, it is related, to this new-found "land of the free," from which Liberia derives its name. The republic is now spread over 48,000 square miles with a coast-line of 350 miles. In 1847 a free and independent republic was proclaimed, with a constitution based on that of the United States, and this informant proceeds:

"The House of Representatives number fifteen when in full session: the Senate eight, elected for four and six years respectively. A Presidential election occurs every four years.

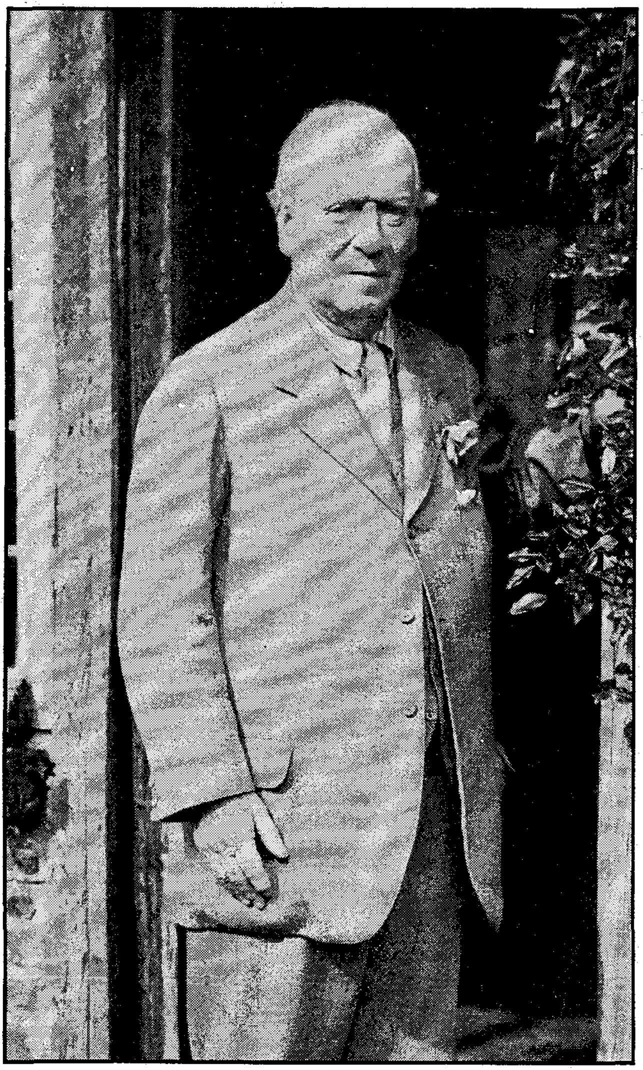
"Its size did not prevent this tabloid State from asserting itself against Prussianism, and when it declared war on Germany three years after hostilities had begun, a David and Goliath touch was given to the conflict. The casualties of this newcomer to the Allies' cause did not exceed four, but the Liberian Navy—a single armored steamer—was wiped out by a torpedo.

"Liberia's principal town is Monrovia, named after the author of the Monroe Doctrine. It is attractive enough when viewed at a distance, with its red-roofed bungalows dotted on a green hillside, but first impressions become upset, along with other things, when landing is attempted in the small cockleshells of boats that ride the surf. Railways are non-existent in Liberia, and the roads, such as they are, make heavy demands on the motor traffic, which is the only means of quick transport.

"Many of the buildings are constructed of kerosene tins and corrugated iron, with here and there more substantial dwellings. Hotel accommodation is not plentiful, but it would be difficult to escape the notice which announces 'Faukner's Hotel and Ice-Cream Parlor.' With the temperature generally round about 110 in the shade, Mr. Faukner, as proprietor of Monrovia's one ice-cream plant, is a very popular personage, and this probably accounts for his election to the mayoralty. The Americo-Liberians number some 20,000, but there are nearly 2,000,000 natives in the hinterland, which is rich in minerals and rubber.

LORD OXFORD'S "PRIVATE PENSION"

BRITISH PREMIERS are poorly paid for the work they do, it is said, and that is why in the evening of his life Lord Oxford and Asquith, the great Liberal statesman, who is now in his seventy-fifth year, is the recipient of a "private pension" provided by his friends of various political affiliations, to safeguard him against "serious material cares." The hope is exprest by many that "he may live long to enjoy the gift and to appreciate the national respect which it symbolizes and in which he is held." According to the London *Daily Mail*, it is expected to have the gift take the form of an annuity of about $12,500, with an additional sum in cash which may be as large as $100,000. Because of insinuations in some quarters that it was strange the tribute should be provided by some who are not members of the Liberal party, the Marquis of Reading, who is reported to have initiated the project, issued a statement to the press, as follows:



Keystone View Company photograph

"RICH IN FRIENDS"

Though poor in worldly goods, Lord Oxford and Asquith, a former Liberal British Premier, is the recipient of a fund that will "avert some serious material cares."

"It was intended that it should be a purely private affair, but as various accounts have been published in newspapers, I feel that a statement should be made by me, who have mainly had charge of the matter.

"A few of Lord Oxford's friends and of his political admirers, irrespective of party, decided to ask Lord Oxford's acceptance of a gift they wished to make as an indication of their appreciation of his great public services. The desire was to secure a capital sum and an income during the life of Lord Oxford.

"I communicated with Lord Oxford, who exprest his willingness to accept this spontaneous tribute. A limited number of persons were approached; all made prompt response, and exprest their gratification at the privilege afforded to them. Others had heard of the movement independently and exprest their desire to support it.

"As names have been publicly mentioned, I give a list of those who have contributed:

"Lord Aberconway
Sir Abe Bailey
Mr. Bernhard Baron
Lord Beauchamp
Lord Beaverbrook
Lord Cowdray
Lord Derby
Lord Devonport
Lord Inchcape
The Hon. Peter Larkin
Lord Linconshire
Sir Alfred Mond
Lord Reading
Mr. James de Rothschild
Sir John Simon
Lord Shuttleworth
Mr. H. N. Gladstone."

It is pointed out in the London *Daily Mail* that as an ex-Cabinet Minister Lord Oxford is entitled to a pension of $10,000 a year, but before he could receive this, "he would have to sign a declaration that he is impecunious." This newspaper then quotes one of his friends as saying to its representative:

"'The services he has given to the State would, if he had used his great gifts for personal profit, have made him a wealthy man. Such unselfish service as he has given has been bestowed with no hope of personal gain and no worry over personal loss.

"'To friends anxious to make him a well-deserved presentation, and who are perhaps more anxious than he to reduce the personal loss that is bound to result from such service for Empire as he has given, a recognition in the form contemplated would obviously seem to be of the most sensible kind.'"

From 1886, when, as Herbert Henry Asquith, he entered Parliament as a Liberal member for East Fife, *The Daily Mail* reminds us, he has devoted himself to the national welfare. He speedily came to the front, and in 1892 became Home Secretary, and it is further related that:

"When the Great War began in 1914, Mr. Asquith, as Prime Minister, never wavered in his conviction that the duty and interest of the nation lay in throwing Britain's whole weight into the scales against Germany. His voice, at first the voice of Britain, became the voice of Britain Beyond the Seas. His premiership ended in 1916, and he went to the House of Lords as Earl of Oxford and Asquith two years ago."

The movement for making up the gift was an entirely spontaneous one, observes the London *Daily Chronicle*, and no question of party came in. Every one who was approached, we are told, regarded it as a privilege to contribute, and the few others who chanced to hear, eagerly volunteered their support. A gift made in such a spirit, this newspaper continues, is to no one more creditable than to the recipient, and "it is a striking proof of the esteem and admiration with which men of different parties and outlook regard Lord Oxford for his high character and long services to the Empire." Says the Manchester *Guardian:*

"It is an admirable characteristic of our political system that it offers no large financial rewards to successful politicians, but at the same time it bears hardly on men who, being without unearned wealth of their own and having given up lucrative careers to enter politics, may find themselves at the finish without the means proportionate to the high positions they have held. Lord Oxford gave up a great position at the Bar to serve his country, and he was Prime Minister in critical and evil days; it might fairly be thought an anomaly that the country should not make provision for the retirement of its Prime Ministers. But things being what they are, it is natural and creditable that his friends, to whatever party they belong, should wish to give him this token of their admiration for himself and his public services. Party considerations have nothing to do with this, for a great statesman is, when the heat of controversy is over, the possession of all parties, and it is to their own credit, as well as to the credit of political life in this country, that in the list of subscribers should be found some who belong to the party to which, almost throughout his public service, Lord Oxford has been steadily opposed."

Lord Oxford has his friends among men and women of every party and every school of opinion, we are advised by the London *Observer*, and a national testimonial to him would have brought an overwhelming response from those who can not now do more than express their pleasure at an episode so creditable to all concerned, and this newspaper proceeds:

"Viewed, however, in its unemotional public aspect, the episode must needs arouse misgiving. It is a reproach, and even a scandal, that the State has not long ago placed such men as Lord Oxford beyond the need of reliance upon the generosity of friends. Every Lord Chancellor, however short his term of office, receives what is, in effect, the reversion of a judgeship on the ground that a man who has once sat on the Bench can not return to the Bar. Under modern conditions, a man who has occupied the chief seat on the Treasury Bench is equally precluded from any return to a business or professional career. So soon as his term of office is ended, both his party and his country expect him to preside over the alternative Government which it is the business of the Opposition to supply.

"The task demands the whole of his energies, which are freely given so long as health and strength permit, and a life devoted to the State is entitled to its leisured age as well in politics as in any other branch of the public service. There is, it is true, an arrangement under which ex-Ministers can receive pensions. In fact, however, the conditions which attach to it have made it inoperative. Payment of members and all the practical implications of advanced democracy have so altered circumstances that a means of occasional grace should be replaced by the acknowledgment of a right. A Prime Minister, of all men, should have no call to look beyond the State which he has served to the best of his ability. Even now it is not too late for the State to pay a debt which private citizens have been the first to recognize."

Reviewing Lord Oxford's career, the Winnipeg *Manitoba Free Press* reminds us that he entered the Campbell-Bannerman Cabinet as Chancellor of the Exchequer in 1905 and after that he never looked back until the end of 1916, and it is further related that:

"First Chancellor, then Prime Minister, then Prime Minister and Secretary of War; a monumental figure, the standard-bearer of the great Liberal tradition, growing more impressive, more massive, more traditional, and as the years of fate and doom rushed past, standing with the sublimest dignity, honorable, loyal, and helpless. In 1916 Mr. Asquith's star sank in the lurid red sky of war.

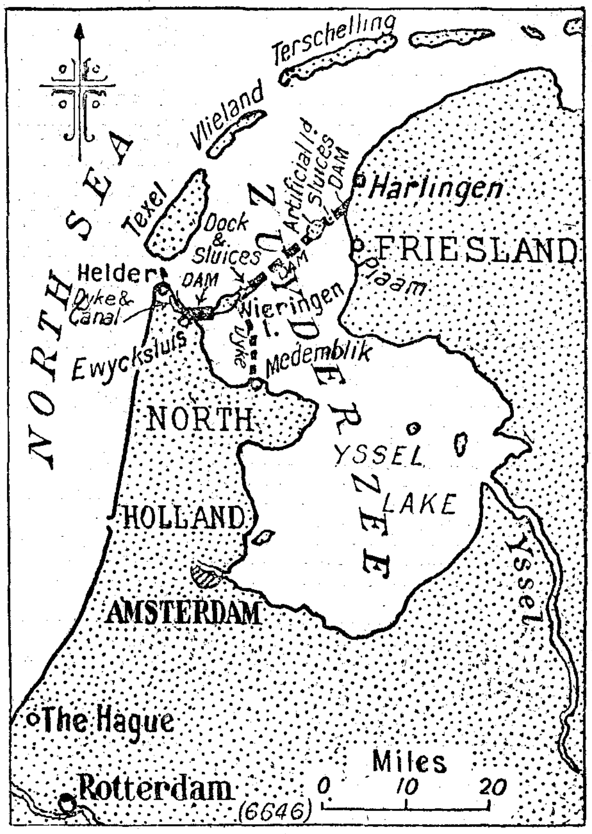
"We may consider him, like too many others of his once eminent contemporaries, as a war casualty. In a happier age Mr. Asquith would have remained the acting chief of a great political party. He would have led the Government when his party had office, he would have led the Opposition when his party was out. There would have been no years of rust; the career would have ended, full circle, with his life; there would have been no decline in the desert, no last pathetic futile years of disillusioned lonely wandering.

"He went into the shadows in 1917 and never really emerged again. At brief intervals shafts of light seemed to touch his figure for an instant and remind us he was still there, but the gloom around him has been gathering in enveloping, obscuring layers and hiding him deeper and deeper in its folds. The few appearances he has made have not been congenial to his nature. Mr. Lloyd George, with his restless and deplorable energies, splitting up Liberalism, running off with the treasure chest, simply had to be reproved and put back in his place; the high traditions of Mr. Gladstone's Liberalism had to be reaffirmed. Lord Oxford has done both, but no one has seemed to care. Mr. Lloyd George is still gleaming like a perpetual comet in the sky of politics; he still has the box containing the funds; the world's ear, it seems, is no longer attuned to the mellow wisdom of the late Victorian age. This is the tragedy of Lord Oxford, not that he needs a little money. Altho surely, after his long life of service to England, he should not have to declare himself impecunious to draw a modest pension in his old age."

At the end of a great career, observes the London *Star*, Lord Oxford is a poor man, but "he has the best kind of riches. He is rich in his reputation and in his friends." Looking backward, the London *Evening Standard* calls attention to the fact that, "assistance of this kind to public men was more common in the eighteenth and nineteenth centuries than it is now."

TRANSFORMING THE ZUIDER ZEE

A COLOSSAL FEAT of engineering is under way in Holland, which is the reclamation of the greater part of the Zuider Zee for agricultural purposes, and we are told that this work is expected to add one-tenth to the cultivated area of the country. The cost of this stupendous work, it is predicted, will be less than the capitalized value of the new land, and in the view of the London *Times*, the project seems to be "one of those rare and fortunate cases in which the advantages are manifold and the disadvantages negligible." Not every country is in the happy position, this newspaper points out, of being able, by mere ingenuity and hard work, to increase its own size and resources, to say nothing of making a clear addition to the area of the habitable globe. We read then:



From the London *Times*

HOLLAND TAKES MORE LAND FROM THE SEA

The greater part of the Zuider Zee will be appropriated for agricultural purposes by a tremendous engineering feat which it is estimated will add one-tenth to the cultivated area of the country.

"Before now, in their long, eventful history, the Dutch have welcomed the invasion of the sea, and in moments of crisis have admitted its destructive waters over large areas of fertile land as a last barrier against a more hated foreign invader. Now, in happier times, they seek to expel it and to claim for cultivation the ground which it overlies between the provinces of North Holland and Friesland. Already a dam has been constructed connecting the mainland with Wieringen—a rather dreary little island, known since the war as the enforced dwelling-place of the German ex-Crown Prince. This dam is itself only the beginning of the immense barrier, some thirty miles long (including the islands), by which it is intended permanently to block out the ocean from an area of well over a thousand square miles which it now covers. Not the whole of this area, however, is to be taken for cultivation. The middle part will still be a lake, but a freshwater lake. It is to be formed by damming up the flow of the Yssel River, a branch of the Rhine, which at present empties itself uselessly into the Zuider Zee. The reservoir so formed will, it is calculated, be of immense service to the surrounding country. Droughts occur regularly in these northern provinces, and they not only produce a scarcity of drinking-water, but

> occasionally render the canals useless for the conveyance of goods—an important matter in Holland. With a controlled reservoir of this magnitude it is hoped to maintain the canals at a uniform level, as well as to supply the countryside with fresh drinking-water for man and beast. The cattle of these regions have suffered much in the past from having sometimes had to depend upon the brackish waters of the southern Zuider Zee, and the quality of their milk has naturally deteriorated. The soil itself has been damaged by irrigation with the same unsweet waters."

The good loamy soil produced will increase the capacity of Holland for food production, notes *The Times*, which tells us that it was really the experience of the sharp food scarcity during the last two years of the war that determined the Dutch authorities to execute a scheme often mooted in earlier days. The work has brought some relief to the unemployment problem that vexes Holland, as well as other countries, it seems, and it is said that the twin difficulty of overpopulation should also be relieved by the occupation of nearly a thousand square miles of cultivable land—land, moreover, which is easily accessible and conveniently situated for the export of its produce. The Hague correspondent of this newspaper advises us that the reclamation of the Zuider Zee is proceeding apace under the supervision of twenty-five Dutch engineers who have 1,000 workmen at their disposal. One of the two minor dams, which, with the central main dam, are to block the mouth of the Zuider Zee, has recently been completed, and he tells us that this dam is one and one-half miles in length and runs from the west coast to the Island of Wieringen. The main dam, it is pointed out, will be some twelve miles in length and will run from Wieringen to an artificial island, "Wieringen's opposite number," which is being constructed an equal distance from the Friesland coast, with which it will be connected by a third small dam. This informant continues:

> "During a recent visit I was able to go over the completed portion. Behind the embankment which faces the sea there are two parallel tracks, each about twenty-five yards in width. The southernmost of these is now the main road, and carries the traffic to and from Wieringen. The second track is destined eventually to carry a railway across the Zuider Zee. It is at present some ten feet above the level of the road, having been built up to this height in order that the extra weight of material should accelerate the settling of the undersoil. In eight years' time, it is thought, the settling will have so far advanced as to give sufficient strength to the dam to prevent gaps forming after the opening of the railway service. The top layer will then be removed and the permanent way laid on the same level as the main road.
>
> "Another great work which has been completed is the construction of a new sea-dike from Ewycksluis in a northwesterly direction nearly as far as Helder, the northernmost point of Holland. This was built as a precaution against the higher tides which are expected after the closing of the Zuider Zee. To have strengthened the old main sea-dike sufficiently to withstand these would have necessitated the expropriation of large areas of valuable farm land. A new dike was therefore built, parallel to but 200 yards east of the old one. This has the advantage of creating a first-class ship canal ten miles in length, which will be made still longer when the new dike is continued to the south. Another new dike is to be built next year from the east of Wieringen Island to Medemblik, in the south, and the area thus enclosed will, when the water has been drained off by powerful pumps, be the first of the four polders of reclaimed land."

At the eastern end of Wieringen two more considerable tasks have been completed, this correspondent goes on to say, and they are the new dock, which serves as a base for the fleet of dredgers, barges and tugs, taking part in the work, and the construction of fifteen sluice-gates, which are to control the waters of that part of the Zuider Zee which is to remain unclaimed. It is further related that:

> "This work is simply a stretch of the old sea bottom enclosed by a dike, the water having been pumped out. Its construction was a matter of great difficulty. Boulder-clay was taken by dredgers from a spot in the Zuider Zee some five miles away and brought to Wieringen by barges. This clay, which is a deposit from the Ice Period, is proof against erosion even in a strong current, and will form the foundation of all the main works. After dumping the boulder-clay up to sea level the water was pumped out and the embankment thoroughly reenforced. The outer face of the dike has been covered with large blocks of stone, which are brought in barges from Germany and Belgium. It is stated that between $10,000,000 and $15,000,000 is to be spent in the purchase of this stone from abroad.
>
> "The sluice basin is nearly half a mile long and about 300 yards in width. It will contain fifteen sluice-gates of ferroconcrete, each of them 33 feet wide. These will be used to regulate the water-level of the lake formed by the unreclaimed central portion of the Zuider Zee. Lake Yssel, as it has been named, will receive its waters from the Rhine through the River Yssel. On the Friesian side of the Zuider Zee, where the artificial island is being built, another great basin to contain ten more sluices is in course of construction. It is thought that these twenty-five sluices, with two very large locks for shipping, will prove sufficient to keep Lake Yssel at its proper level."

As an illustration of the vastness of this engineering enterprise, the *Times's* correspondent calls attention to the fact from Wieringen to the Friesian coast is a voyage of two hours in a fast tug, and he says that when making this voyage it is not easy to picture this long stretch of sea crossed by a dam some twelve miles in length. He advises us further that:

> "The building of this dam is to be begun in 1932, after the sluice-gates have been finished and the small dam built between the artificial island and the Friesian coast. The last stretch, about twelve miles in length, is then expected to be completed in three years.
>
> "The total cost of enclosing the Zuider Zee is estimated to reach 90,000,000 florins [$37,500,000], but against this must be set the benefits to be derived from the operation, which are estimated at 150 millions [$62,500,000]. Of this sum 100,000,000 florins represents the capitalized value of the advantages which are expected to accrue from the creation of a reservoir of fresh water from which the northern provinces can draw a plentiful supply of good drinking-water for cattle, a matter of great importance in the production of milk. The benefits to shipping are placed at a further 50,000,000 florins. At present the conveyance of goods by water in the northern provinces suffers considerably in periods of drought, when, as a consequence of low water, vessels can only be partially loaded. Lastly, the capital value of the land to be reclaimed is 510,000,000 florins [$212,500,000], while the cost of reclamation is estimated only to reach 454 millions [$189,150,000]."

A RAY OF HOPE FOR CHINESE ORDER—The Japanese protest against the increase of taxes announced by the Nanking Government leads some to believe that perhaps it may be a prelude to a cessation of the turmoil in China. According to the London *Nation and Athenæum*—

> "It is reported that Mr. Yoshizawa [Japanese Minister to China] has been instructed to demand that the new taxes shall not be imposed 'until the differences between the North and South are settled.' A phrase of this kind means either that the Japanese wish to put off tariff negotiations to the Greek Kalends, or that they see at least some prospect of settlement. The whole trend of Japanese policy, and Mr. Yoshizawa's own record, support the more hopeful view. It may even be that Mr. Yoshizawa, who has been one of the shrewdest and most far-sighted observers of the Chinese turmoil, at last sees a definite chance of bringing the Northern and Southern leaders together. He himself has always advocated cooperation with the more reasonable sections of the Kuomintang, and he is on good terms with some of the leading men in the South. We suggested last week that the time might possibly have come for the Powers to reopen negotiations, in the hope of contributing to a solution of the internal, as well as the external, problems of China. If Japan is ready to show the way, we trust that British cooperation will be assured."

Speaking of the Nanking Government's "high-handed way," the London *Spectator* notes that it has been detaining ships at Shanghai, but also that the 50 per cent. increase in tolls on tonnage does not seem to be collected.

SCIENCE AND INVENTION

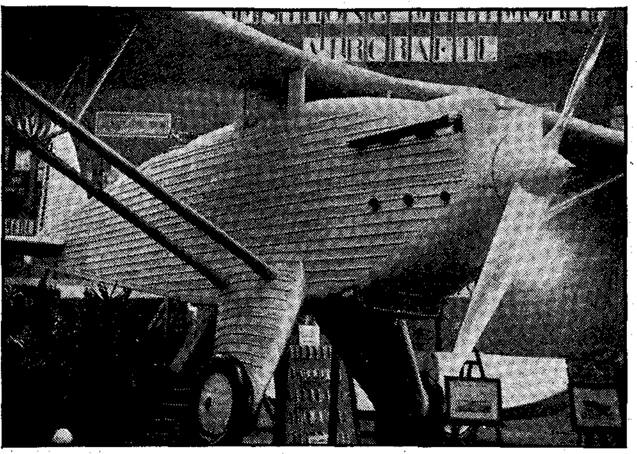
Photograph by courtesy of *Aviation*

A FAMOUS BRITISH TYPE—A HANDLEY PAGE PASSENGER PLANE

NATIONAL TENDENCIES IN AIRPLANE DESIGN

AIRPLANES are not yet standardized. That this is not the time to attempt standardization, and that the great diversity of design and material is an encouraging sign, is the opinion of Col. V. E. Clark, chief engineer of the Consolidated Aircraft Corporation, whose recent paper on the subject, read before the Aeronautic Division of the American Society of Mechanical Engineers, is printed in full in *Mechanical Engineering* (New York). Colonel Clark begins by saying that a fair answer to the question, "In what direction is airplane design leading?" would be: "Scattering in all directions." At no time during the brief history of aviation have there been successful airplanes of so many widely differing types—aerodynamic and structural. He proceeds:

"One reason may be that engineers are being developed who combine native imagination with a sound knowledge of science and sufficient experience to risk the hazards of pioneering, instead of copying a traditional scheme. It would be most unfortunate for us to attempt to standardize at this time. The longer one observes aviation the more one must realize what a tremendous amount is to be learned.



Photograph by courtesy of *Aviation*

AN UNUSUAL FRENCH TYPE

Both wings and fuselage of this Avimeta plane are made of duralumin.

"The diversity of development between nations is much greater than that between constructors of any one nation. While there is no defined 'school' of design within any one nation, there is more similarity. One reason is the influence of governmental policies as affected by military problems and by the availability of special materials. Great Britain must build airplanes which will be durable in all sorts of climates and may be maintained thousands of miles across the water. Other nations lack certain basic materials. The United States is very fortunate. We have iron, chromium, molybdenum, nickel, silicon, manganese, vanadium, aluminum, copper, magnesium, cadmium, spruce, birch, long-fiber cotton, nitrates, and fuel and lubricating oils. In fact, nature has endowed our country with every element necessary for the fabrication and operation of aircraft. For the few elements we lack, we have acceptable substitutes.

"Of the great Powers, England is probably the most conservative in aerodynamic design, materials and processes. The great majority of British airplanes are of the type which has flown well for the longest time: the tractor biplane with wings of thin section. Most of the construction is of wood, with fittings of sheet steel. Welding in vital structures is discouraged. Very little duralumin is used.

"The development of La Cierva's 'Autogiro,' invented in Spain, is encouraged to some extent. In this machine vertical lift is obtained, not by fixt wings, but by four monoplanes rotating propeller-wise about a vertical axis. The airplane can take off and land at comparatively slow true air speed, with resulting short run. It is very doubtful, however, whether this machine will compare favorably with an airplane with fixt wings, when it comes to carrying a given load a given distance with given power in a given time.

"Handley Page has been developing 'slots' for wings, which may be opened and closed during flight. A given airplane, with given wing area, can land at a given speed with about 60 per cent. more gross weight than without the slots.

"France has built a tremendous number of military airplanes. Tourists in Europe may hold that the experienced constructors of France have built so many military machines that they can never learn to build comfortable passenger transports.

"French airplane ideas are well diversified. Many of their modern machines are 'sesquiplanes'—with a wing and a half—the upper plane having much greater spread than the lower. There are also many monoplanes braced externally by a single pair of struts extending diagonally out from the bottom of the fuselage.

"French engineers seem to have no fear of the 'rack and ruin' from landings. It may be that all French pilots are artists at landing, or that they are expected to land only on fine fields, or it may be that French engineers have learned how to make structures very flexible and shock-absorbing and yet strong and durable. At any rate, the French school in this respect is far different from ours.

"There is no more interesting development than that in Germany. Restrictions imposed by the Allies made it illegal for Germany to build military machines. Certain other restrictions put a premium upon getting the most out of a limited amount of horse-power. These rules have forced German engineers into lines of endeavor which may result in Germany's leading the world in commercial aviation. Their airplanes are designed with the sole thought of commercial utility.

"The most successful engineers to-day, Dornier, Rohrbach, Junkers, and others, apparently agree on at least two important principles, the monoplane and the strest skin or covering of thin duralumin sheet.

"Junkers has always used his skin in the corrugated form, which has distinct advantage. He has preferred the straight cantilever wing, strongly tapered, and has replaced chord members by round seamless duralumin tubes. The structure is very rigid but costly in man-hours, because of the tremendous number of rivets which must be headed at inaccessible places.

"Dornier locates his wing above the fuselage. It is braced externally by long struts. His two wing beams and other important highly strest parts are of formed heat-treated alloy steel. His airplanes are covered all over by duralumin sheets, except the ailerons, where he uses fabric to reduce weight.

"Rohrbach, who specializes in rather large flying boats, has given attention to the adaptation of ship-building practise. His monoplane wing is cantilever except that, by means of two tightly strung wires, he imposes an initial stress opposite to those imposed in normal flight, thereby reducing the latter.

"His study toward reducing production costs has been along the lines of dividing the wings and other major parts into a great number of separate units. He finishes fabrication of each of these, which permits a great number of men to work without getting in each other's way, and makes the final assembly very simple.

"The Fokker Company has adhered to the practises which it originated. The wings are cantilevers in biplanes as well as monoplanes and are entirely of wood. The structure of fuselages is welded seamless steel tube.

"In our country we build military biplanes, sesquiplanes in our single-seater pursuits, and many monoplanes for commercial uses. Our fuselage structures are tubular, usually welded seamless steel, but sometimes duralumin. Our wing spars are usually of spruce, and our covering of doped cotton."

Turning to the subject of airplane engines, Colonel Clark says:

"There has been, since the war, great development of, and an encouraging degree of confidence in, air-cooled engines. The most popular of these are of the fixt radial arrangement. The Bristol 'Jupiter' and the Pratt & Whitney 'Wasp' have proved that 450 horse-power is practical in a unit. For this horse-power the radial air-cooled engine appears to be the lightest type, when means of cooling is included.

"There are those who argue that in using more than one engine we are only admitting weakness. There is, of course, no excuse for division of power plant unless the airplane can fly with one engine out, and it is very confusing to try to calculate a businesslike airplane that can really fly, with full load, with one engine out. What we are after, in commercial aviation, is to carry the greatest number of pounds a given distance with the minimum of horse-power. When we reduce the load carried by an amount such that the airplane can really fly with half, or a third, of the power gone, we are not carrying enough load per horse-power installed to be operating economically."

Summarizing the evidence that the science of aviation is yet fluid, the author cites the following:

"England has no welded structures; we use little else in our fuselages.

"Fokker developed the welded steel-tube fuselage structure in Germany and still uses it. We in the United States followed him, but Germany did not, nor has any other nation.

"France has wooden fuselages and wings of metal structure; we have metal fuselage structures and wooden wing structures.

"England uses little duralumin, Germany little else, France some, we less.

"England's biplanes have thin wings with, usually, two-bay cellules. Our biplanes are usually single-bay, with moderately thick wing sections.

"Several types of monoplanes are in use: (a) The pure cantilever, tapered in plan and in depth (Fokker); (b) the cantilever with Rohrbach's wires under initial tension; (c) the semi-cantilever, with constant chord and depth, braced underneath by diagonal tension—compression struts (Dornier); (d) the semi-cantilever, with diagonal struts, with taper in depth and diagonal or chord from root to tip. There has been a leaning toward this in France, Germany, and, lately, in the United States."

TELEVISION NOT YET ON TAP

TELEVISION, widely hailed as an actuality, is so at present only in the laboratory, we are told by Franklyn F. Stratford, writing in *Radio Broadcast* (New York). Many moons, he says, will wax and wane before televisor screens in our homes show us distant events and people. Many sleepless nights are ahead of the engineers and scientists charged with the task of putting the new art on a production and commercial basis. He goes on:

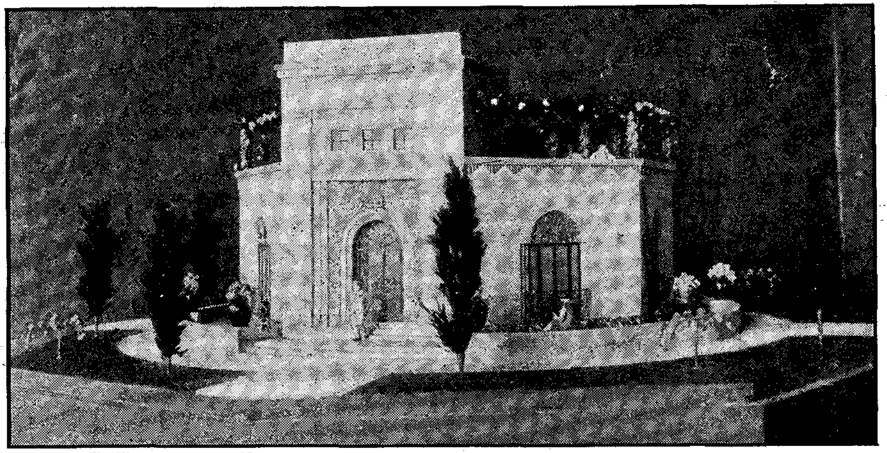
"Any one who hesitates to buy a radio receiver because he fears that one equipped with television features may be put on the market before he can realize on his investment, is taking a position almost as ludicrous as that of a man who decided not to buy a gasoline-driven automobile because some inventor might devise a vehicle which would run ten centuries on the intra-atomic energy of a pound of sodium bicarbonate. The every-day application of television is a remote possibility in five years, a fair possibility in ten, a probability in fifteen. Many good radio receivers, appealing to the ear only, will issue from the factories, play their melodies in millions of homes, and succumb to old age and new tastes, in that time.

"But when the day arrives, and the engineers produce, for a reasonable expenditure, a television apparatus capable of reproducing distant events in a lifelike manner on a sufficiently large screen, what then? Will the accomplishment be a blessing? Not always. To be limited to one sense is more or less of a hardship. On the other hand, as I write this article, I am listening to a capable group of musicians playing dinner music at one of the hotels. I hear the music and the announcements, altho primarily my attention is focused on the typewriter. If my receiver had a television attachment now, I should turn it off. I don't want to look at anything; it would distract me. The ear is happily capable of carrying on its function soothingly and pleasantly, without interfering with other activities. Radio music forms a background for conversation or reading. Obviously, in such cases, television is not a remarkable boom.

"The movie theaters, it would seem, can do without television. The motion-picture is primarily an art for transferring the past, optically, into the present. The moving-picture audience finds no difficulty in attaining a feeling of being in contact with reality, even tho the actors went through their parts months ago. There would be nothing gained by substituting television in such a case, and something would be lost. However, television in conjunction with telephony might be employed to reproduce distant spectacles not only in the home but in theaters. For example, a movie house might interrupt its program for a short speech, reproduced visually and audibly, by the President—an appeal for aid, for example, in time of national disaster. If the visual component were added to broadcasting as we now know it, the motion-picture theaters might find it a useful adjunct probably in a form we do not foresee now. But it will not be a necessity. Aural broadcasting has affected the motion-picture industry only to a moderate extent. In the larger centers the hunger for amusement is so avid that every form of diversion is eagerly soaked up. Most families in a city like New York have radio receivers and use them, and yet colossal theaters continue to spring up and the patrons besiege the box-offices as soon as they are finished. Adding television to telephone broadcasting will probably not alter this condition.

"In point-to-point communication, television may be used to supplement telephony, for sentimental or other purposes. A young man calling up his sweetheart would find use for the television service in conjunction with the telephone, even tho it cost money. In the largest number of cases, television, as it would not add much to the communication value of the connection, would not be called into use. One business man calling up another to ask for a quotation on forty kegs of wire nails would certainly not pay for television service. It is a terrific job to compare curves or observations involving circuit diagrams, by telephone, as every technical man knows. In such cases television would come in handy. But in most cases the mouth and ear form an adequate communication circuit; television will probably be limited to the rôle of an adjunct.

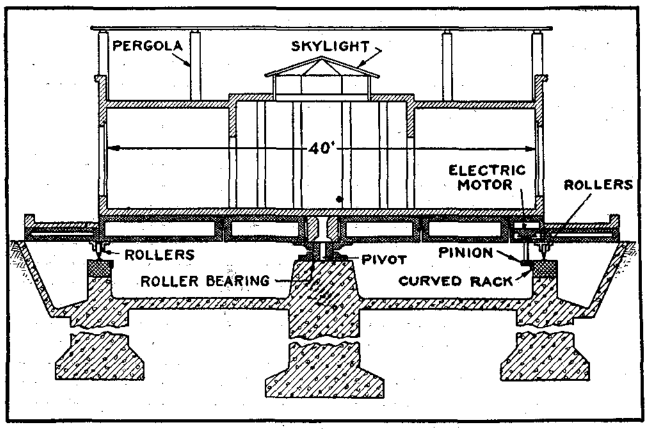
"It is interesting to note, in conclusion, that television, as now realized, involves no startling new discoveries. The principles on which it is based were understood decades ago. The same holds true for photoradiograms and the like. Ranger, at the beginning of his paper on 'Transmission and Reception of Photoradiograms' (April, 1926), says that the 1842 scheme of Alexander Bain 'is so basically correct that it is only right at the start to show the simplicity of his plan and, how generally we are all following in his footsteps.' Modern inventors marshal all the forces of modern industry to accomplish ends which were visualized imaginatively years ago, but which previous generations lacked the technique to carry out in actuality. This should not be construed as a reflection on the capacity of contemporary research workers. It is simply that their ingenuity is of another kind and utilizes other tools. They have as much courage, determination, and resourcefulness as the inventors of any previous generation. In the case of television they have needed all they have of those qualities to bring them to the present stage of achievement, and they will need no less to achieve the practical applications looming on the industrial horizon."


Courtesy of *The Illustrated London News*

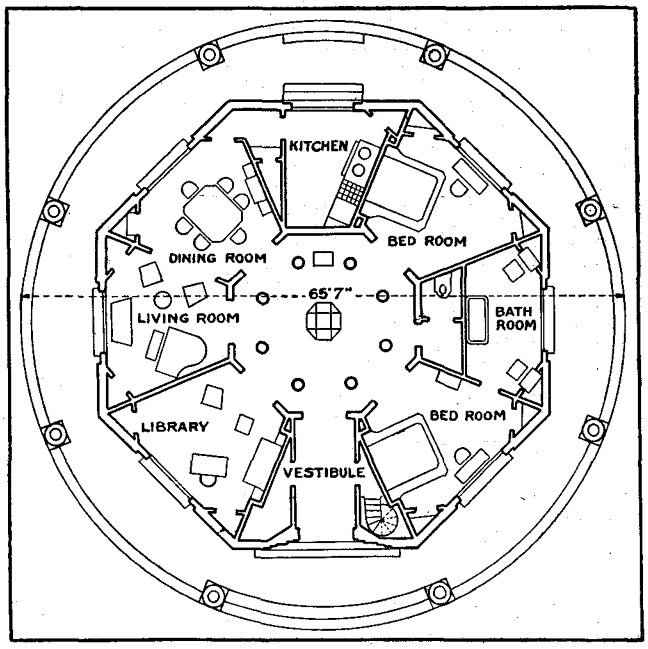
THE REVOLVING HOUSE

A HOUSE ON A TURNTABLE—A dwelling-house mounted on a turntable so that any of its eight sides may be swung to face the sun or the breeze, is the solution of one difficulty in the design of homes that has been worked out by two French architects, Georges Lecuyer and Henry Jubault. This dwelling is described in a recent issue of *L'Illustration* (Paris). The following summary is quoted from *The Scientific American* (New York). We read:

"The house is not a mere 'stunt' but is a practical home of seven rooms, with bath. It is octagonal in shape. By means of an electric motor of four horse-power, it may as easily be swung around as a locomotive is revolved on a turntable. *Tournesol*, or 'sunflower,' is the fitting French name given to this odd dwelling, which, *L'Illustration* states, 'was designed in an hour of revery.' Completed, it has recently been shown at the exhibition of habitation and decorative arts—evidently a sort of 'Own Your Own Home' show—at Nice. With a diameter of about forty feet, the sunflower house is no toy; it is a real house, altho the French journal from which we abstract its description calls it 'a veritable plaything of the multimillionaire.' Completely furnished, it cost about 250,000 francs—a 'before the war' price of about $50,000. The whole house, built of steel and concrete, is carried on eight steel girders which radiate from a central pivot. Each girder rests, at its outer end, on a wheel rolling on the track of the turntable. Near the circular track is a curved rack. A pinion driven by the electric motor runs on this rack, rotating the house. One presses a button inside the house; the house begins turning. Another pressure; it stops. The four-horse-power motor will give it one complete turn in an hour. At the center, the house pivots on a vertical pin equipped with roller-bearings. The other details are quite clearly indicated in the illustrations."



SHOWING HOW IT REVOLVES



Diagrams by courtesy of *The Scientific American*

GROUND PLAN OF THE REVOLVING HOUSE

WHY THUNDER IS NOT HEARD FAR—Artillery firing can be heard at much greater distances than thunder. During the World War cannonading in Flanders was often heard in England at places 140 to 150 miles from the battle-fields, while thunder is not generally audible at a greater distance than ten or twelve miles, and hardly ever as far as forty miles.

This mystery can be explained, according to Charles Fitzhugh Talman. In his Science Service feature, "Why the Weather?" (Washington), he says:

"The intensity of a sound depends upon the density of the air in which it is produced and not upon that of the air in which it is heard. The air diminishes in density upward. Balloonists thousands of feet above the earth hear with remarkable clearness sounds from the ground below, but people on the ground can not hear similar sounds from the balloon. As thunder is mainly produced at the level of the clouds, it is subject to this peculiarity. Again, cannonading is heard at great distances only when the air is comparatively calm, and perhaps only when it is arranged in well-defined horizontal layers, of such a character as to keep the sound from spreading far aloft. Very different conditions prevail during a thunder-storm. In fact, the conditions are then just such as would scatter and dissipate the sound-waves. Lastly, the noise of a cannon comes from a single place and the energy of the disturbance is concentrated to produce a single system of sound-waves; while the disturbance due to lightning is spread over the long path of the discharge."

ANTI-QUAKE CONSTRUCTION IN JAPAN

WITHIN A VERY FEW YEARS, the matter of protection against earthquake effects has become decidedly prominent, says an editorial writer in *The Engineering News-Record* (New York). Engineers, owners, financiers, and insurance men have all given the subject such attention as limited knowledge permits, and this concern is increasing rapidly. There is no longer much chance for doubt, the writer concludes, as to the possible effect of severe earthquake disturbance, since the large-scale demonstrations in Japan and those in San Francisco and Santa Barbara. Fairly definite conclusions may be reached as to the destructive effects on modern life and the necessary construction in the case of such disturbance. Little comfort can be obtained from experience, for the few decades since modern buildings, pipe-line systems, power plants and the like came into existence are short compared to the long chapters of earthquake history. The concern which the problem has aroused is, therefore, quite natural. He goes on:

"One thing reasonably certain is that present building practise is far from strong enough to give much security in a strong earthquake. With this conviction, however, many have come to believe that earthquake-resistant building is quite impossible. The lack of precedent in earthquake-resistant construction, and the wide-spread—it might almost be called universal—extent of destruction in violent earthquakes lends some support to such pessimism. But probably a truer statement of the present fact would be to say that earthquake-resistant construction still remains to be developed."

The writer then tells us of an attempt to solve this problem in the erection of a new bank building in Tokyo:

"In Japan, the problem of building for safety against earthquakes is being attacked with determination. Measurements of earthquake motions and estimates of the forces involved lead to the conclusion that it is possible to obtain, if not complete security, at least a high degree of protection against even very violent earthquakes. The most interesting example of the results of this determination is described this week by the designers. It is the frame for a large, heavy, ornamental bank structure now under erection in Tokyo. It represents, on the basis both of the Japanese estimates of requirements and the American engineers' study of structural possibilities, an adequate solution of the problem of protecting this very important building.

"In order to meet the needs of the case it was necessary to go well outside the range of current practise in steel-frame construction. An ingenious new form of column was developed, very heavy and rigidly connected girder systems were designed, and due recognition was given to the controlling influence of distortion bending in these members by making them heaviest near the joints and lightest toward the center."

On the score of cost, not much is known as yet in this new field. The Mitsui building, however, would appear to involve no staggering excess for its earthquake protection. The writer understands that the total steel requirement is something more than twice that of a building designed under ordinary American standards; and if we take the cost of the framework of an ordinary building as 10 per cent. of the total cost, it would mean that the cost of this building has been increased 10 or 15 per cent. by the earthquake provisions. Perhaps the addition will be somewhat larger if corresponding precautions in the masonry and other elements of the structure are taken into account. This gives definite encouragement for the belief that earthquake construction is not only practicable but that it involves no prohibitive expense. To quote further:

"Needless to say, Japanese earthquake possibilities need not be taken into account in designing for any American conditions that have yet been recognized. Very much lighter forces may be contemplated even in our least stable regions. Correspondingly, the practicability of earthquake-resistant construction is increased and the cost involved is decreased. The present instance, therefore, offers definite encouragement that where security against earthquake destruction must be provided, it can readily be done."

OUR EIGHT-MILE DAILY HIKE

SURPRIZE WAS IN STORE for Joe Toye, contributor to the Boston *Traveler*, when he undertook to investigate recently the distances walked by various classes of citizens in the course of their daily tasks. He tells us in that paper that the amounts, as calculated by Dr. Joseph Lelyveld of Boston, executive director of the National Association for Foot Health, average up to eight miles per day:

"Tests made in Boston have produced some interesting results. They tell how far various business men walk, how far housekeepers walk, and children. After checking up on the daily walking mileage of business men, housekeepers, salesmen, dancers, stenographers, children at play, waiters, conductors, policemen, letter-carriers, salesgirls, and others, Dr. Lelyveld finds that the average distance walked in a day is 18,098 steps, or 7⅞ miles.

"A housekeeper, without leaving the house, walks every year a distance equal to that from Boston to San Francisco. A business man every three or four weeks walks farther than from Boston to New York. This does not include the walking he does when away from business.

"A woman shopper in Boston during the Christmas season walked 11 miles in one day. On average shopping days the woman shopper does about 8⅓ miles through the stores. A school girl at school and at play averages 11½ miles a day. A boy does 15 miles a day.

"A doctor in a hospital walked 18 miles in a day, using his car when out-of-doors. A salesgirl walked 8 miles a day. A steward in a grill room from eleven in the morning until nine at night walked 12½ miles. A railroad conductor on a run from Boston to Cleveland walked 7 miles picking up tickets, yet from Boston to Chicago walked only 5 miles. The difference was due to the fact that there were fewer stops to take on passengers on the Chicago trip.

"Here are some of the totals:

"Salesman walked 75 miles in a week.

"Letter-carrier walked 22 miles in a day.

"Department-store buyer walked 7 miles in a day.

"Golfer doing 18 holes walked 8½ miles.

"Store manager who spends most of day at his desk walked 6¼ miles in a day.

"Girl in a business office walked 57 miles in a week.

"Stenographer walked 43 miles in a week, yet she rode to and from work.

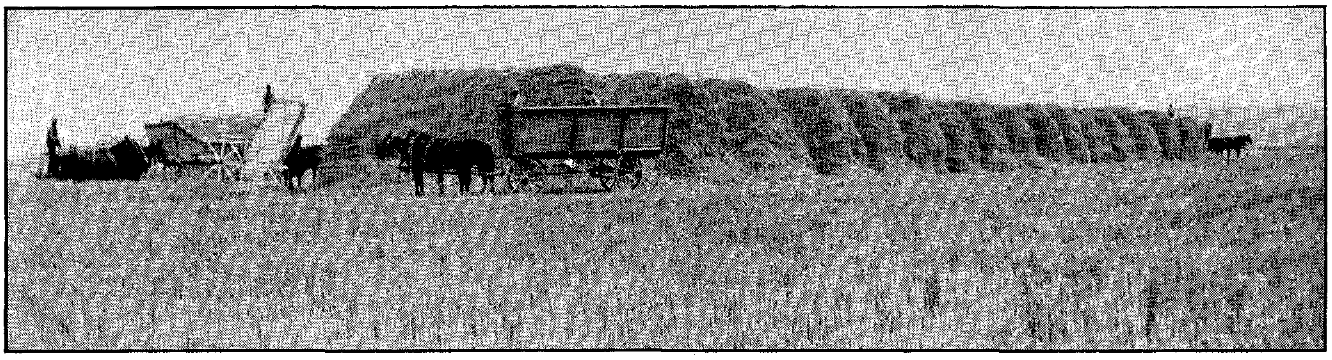
"At one of Henry Ford's dances a dancer, from eight until midnight, covered 5¼ miles.

"A dancer at a theater registered a mile an act, while a chorus girl registered 4½ miles in a day."

ELECTRIC SIGNALS WITHOUT PUSH-BUTTONS—A new type of electric cable for small currents, such as those used for sounding bells and buzzers and for starting and stopping machinery, has been invented in Berlin by a Hungarian electrical engineer, Oscar Nagy. It does away with push-buttons at set points, for if the cable is squeezed at any place throughout its length the circuit is completed and the current does its work. The wires are woven into a loose braid, separated by an elastic non-conductor, which permits contact when pressure is applied. Says Science Service's *Daily Science News Bulletin* (Washington):

"Many uses are suggested for the new cable. It is expected to find a large use around complicated machinery, where threatened accidents to either operator or material demand instant stopping. Since it can be operated with feet, knees, elbows, or any other part of the body, its advantage over ordinary types of switches and levers is obvious.

"Hidden beneath carpets or otherwise concealed, it is expected to be useful in burglar-alarm systems. Strung along trenches, or along the sides of naval vessels, it will enable officers to signal to their men from any point, and by rapid, successive pressures messages can be transmitted in ordinary Morse code, making it an emergency telegraph system. An especially interesting safety application is found in its use in mines and quarries, where a fall or slide of rock automatically sounds its own emergency signal."



Courtesy of *Forbes Magazine* (New York)

STRAW WORTH $250 A TON

In the past, the wheat farmer often burned his straw to get rid of it. One ton of this straw now yields chemical products worth at least $250.

MAKING FARM WASTE USEFUL

THE HUGE PILES OF WASTE STRAW and other such material seen on Western farm lands, much of it now annually burned to get rid of it, will in future be an added source of income to the farmer, owing to methods now developed for using it in the production of useful chemicals, paper and straw-board. In a paper contributed to *Forbes Magazine* (N. Y.), Dr. Robert Stewart, dean of the College of Agriculture of the University of Nevada, points out that some types of farming are in serious difficulty because of surplus production, and, as a result industry everywhere is being affected by the reduced buying power of the farmer. He writes:

> "There is no known practical way of limiting production in farming, as is the case in other lines of industry whenever a surplus threatens to lower the price of the product or glut the market.
>
> "What is urgently needed is the development of new uses other than food for the products of the farms. One interesting development of the past two or three years is the creation of a new industry based upon the industrial utilization of wheat and oat straw, once a burden to many farms. George H. Harrison, of Minnesota, is the pioneer in this development. After numerous experiments, Mr. Harrison has perfected a small plant for the destructive distillation of a mixture of oat and wheat straw whereby the important products in the gas and oil are saved. He claims that one ton of this straw mixture on distillation produces 1,600 pounds of new, useful chemical products worth at least $250!"

One product now obtained from waste farm material is furfurol, which prior to 1922 was only a laboratory curiosity. Says Dean Stewart:

> "Strenuous efforts would have been necessary to secure more than a few pounds of this substance, and then only at exorbitant prices of $6.50 to $30 per pound. Prior to January, 1922, furfurol could be otained only in a few-pound lots in a glass container, even at the high price quoted. In 1926 the low price of 15 cents per pound was based on 50- to 60-thousand-pound lots in tank cars! This brief price history indicates the marked development of this farm product in the brief space of four years.
>
> "Furfurol is a substance which penetrates wood with remarkable ease. In the presence of air it darkens and resinifies. It is an antiseptic similar in nature to carbolic acid. It is, therefore, of great value as a germicide and fungicide in the dressing of wounds of valuable trees. It is also used as a substance to flavor tobacco. Owing to its solvent action, high power of penetration and low toxicity it is used as a solvent for shoe leather, dyes, and leather dressings. It is an excellent solvent for nitrocellulose, and may find abundant use in the lacquer industry.
>
> "Being an aldehyde, it is readily converted into numerous other chemical compounds having great value and use in industry, such as the production of perfumes, solvents and accelerators in the production of certain types of rubber goods. Some of its derivatives are of value in the treatment of certain kinds of seed so as to prevent fungus growths. It is the parent substance of a whole group of dye substances whose use can only be conjectured at this time. A large number of other derivatives can easily be prepared and their greater development only awaits larger use to make them important from a commercial point of view."

Waste wheat straw is also to be used in paper manufacture on a commercial scale. A modern pulp and board mill is being erected for that purpose, and will begin operations within the next few months at St. Joseph, Missouri. We quote the following from a press bulletin issued by the Chamber of Commerce of that city:

> "The new company is fully protected by patents covering the use of straw for manufacturing board, and tests have demonstrated that straw, due to its long, tough cellular fibers, excels all other fibers as an insulating material and for strength. The demand for high-grade lumber of this type grows greater every year, from the builders of houses, refrigerators and other devices. This will mean a constantly increasing outlet for the straw that now goes to waste in the wheat-growing section. It means an added source of revenue to the farmer, that may bridge the gap between profit and loss in his annual farm operations. For years scientists have been experimenting in an effort to find the material of vegetable origin best adapted to the manufacture of the highest quality material. Wheat straw, cornstalks and other products of the field were tried out, and all were rejected except the straw, which was found to possess qualities superior to any other fibrous growth. The tests demonstrated that straw, when reduced to a pulp and felted into the form of boards, produced a material unusually dependable, of unvarying resistance to heat and cold, virtually fire-resistant, of great structural strength and having unexcelled sound-deadening qualities. The proximity of St. Joseph to the great wheat-growing sections of Kansas, Missouri, Nebraska, and the Dakotas makes it an ideal location for a plant of this nature. Every year the wheat-growers of the Central West have destroyed by fire straw that possest a potential value of many hundreds of thousands of dollars. Within a very short time this waste by-product of the wheat section will become a source of profit to the farmers of the Central West."

SEASICKNESS DUE TO FEAR—The power of suggestion is more potent than drugs to combat unpleasant eventualities on the briny deep, according to Dr. W. N. Boldyreff, physiologist of Battle Creek Sanatorium. Says Science Service's *Daily Science News Bulletin* (Washington):

> "Dr. Boldyreff believes that fear is at the bottom of the gastric and intestinal disturbances that produce seasickness. The psychic reaction of fright, in his opinion, inhibits the secretions of digestive juices, which afterward pour forth with greater force irritating the sensitive lining of the intestine, with the consequences which need no elucidation. Suggestion is the rational means of preventing the malady, he declares, while the best method of curative suggestion would be lectures on the causes and prevention of seasickness so that the prospective victims would have their apprehensions removed as far as possible. Training the hands on boats so that tactless comments to passengers suggesting seasickness are reduced to a minimum would likewise be an important factor in lessening its incidence in the physiologist's estimation. Women and children are seasick more than men, but even old sailors who have followed the sea for many years are not immune. Of the dozen or more drugs in current use as remedies, Dr. Boldyreff recommends only atropin for severe cases. Lemon or orange juice sometimes helps, while cigarets should be packed away for consumption after landing, since nicotin apparently increases predisposition for seasickness."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THEY SHALL NOT BE FORGOTTEN

BEARING THE NAMES of fifty-six thousand British soldiers who lie in unknown graves the memorial at Menin Gate in Ypres at last comes to symbolize the hardest fought salient of the Great War. The British lion is there in perpetual watch, and hundreds of widows, sisters, and sweethearts journeyed to Ypres on July 24 to take part in the ceremony of the unveiling. "The gate itself, filling the breach in Vauban's old ramparts," says the London *Times*, "is of the austere beauty which befits the grand but cruel memories which it recalls." It marks a place of almost continuous fighting during the four years of war, but no German ever passed, except as prisoner, into the city of Ypres through its portals. Lord Plumer, who defended the salient, was present to unveil the memorial. "He showed a true sense of the feelings of his countrymen and countrywomen," again says *The Times*, "when he spoke of the particular grief of those who, at the close of the war, had 'no grave to visit, no place where they could lay tokens of loving remembrance.' Now they have this memorial whose 'simple grandeur' reflects the simple grandeur of their dead." Reviewing the past which so easily slips from remembrance of all save those who have a personal interest, *The Times* remarks:

Wide World Photos

MARKING THE ROAD TO THE "RENDEZVOUS WITH DEATH"

The Menin Gate at Ypres dedicated to the armies of the British Empire near where a quarter of a million lost their lives in the Great War, many resting in unknown graves.

> "The Gate is a symbol; no action took place immediately near it, and many of those it commemorates went to the front line without passing through the town of Ypres at all. But it stands at the head of that Menin Road by which the enemy expected to enter Ypres as conquerors; it is within the salient on which for four years hung the issue of the Great War. Few have the knowledge—and fewer the imagination—to realize how long that issue trembled in the balance, or how often it seemed destined to go against us. There were wonderful feats of arms all along the Allied line—at Arras, on the Somme, and at Verdun, to recall but a few of many glorious names—but nowhere was the struggle so continuous, or to us so costly, as in the perpetual battle-field before the Menin Gate. The salient at its utmost extent was little more than six miles deep by ten at the base, but a million of our soldiers were wounded there, and a quarter of a million died there—five thousand for every month of four years. The Menin Gate bears the names of 56,000 who lie in unknown graves. In October, 1914, the enemy was three miles from the Gate; in May, 1918, he was no more than two-thirds of a mile away. The strategy on both sides was simple. The capture of Ypres would have opened to the enemy the strategic roads to the Channel ports and to the heart of France which meet there; it would have enabled him to drive a wedge between us and the French, to force us back on the ports, or, as he hoped, into the sea. Our business was to hold him if we could not press him back. 'There is no other course open to us but to fight it out. Every position must be held to the last man. . . . With our backs to the wall . . . each one of us must fight to the end.' So Sir Douglas Haig told the Army in the last terrific onslaught of the enemy in April, 1918. So the British in the salient had fought from the autumn of 1914. All that time they were fighting at every disadvantage. They were outnumbered many times, and outnumbered by constant reliefs of fresh troops; for long they were completely outgunned, and the guns they had were short of ammunition; the enemy held the high ground to the east which commanded our positions, and was comparatively dry, while our men had to live in an intolerable sea of foul mud that filled the swamps below. The constant bombardment and the incessant alarms destroyed their power of sleep. There was no misery of war but famine which they did not undergo, and undergo without respite, or hope of respite, until the end."

Quoting also from *The Daily Telegraph*, we are reminded that the 56,000 dead were drawn from every quarter of the British Empire:

> "No man knows of her graves to this day.' As Lord Plumer reminded us, 'one of the most tragic features of the Great War was the number of casualties reported as "Missing, believed killed."' It is peculiarly fitting that all the Governments of the

Empire should have cooperated through the Imperial War Graves Commission to erect a 'memorial worthy of them, which should give expression to the nation's gratitude for their sacrifice and their sympathy with those who mourned them.' No longer is there any need for the bereaved to lament that they have no grave to visit, no place where they can lay tokens of loving remembrance. 'He is not missing,' said Lord Plumer in unforgetably poignant phrase to each of the mourners. 'He is here!' As one passes through this fine 'Hall of Memory,' with its high arches, broad staircases, loggias, and Doric columns, and reads over to oneself the names of the Canadian, Australian, Indian, Scots, Irish, Welsh, and English heroes, who stood their ground till death rather than yield an inch of this all-important battle-field, one envisages again something of what that word Ypres stood for in the war years."

In *The Sunday Times* (London) we read that the services were held in the presence of a great pilgrimage from England, and were also heard on the radio by uncounted numbers in England and on the Continent. This is the program as announced:

"The service will begin with the hymn, 'O God, our Help in Ages Past.' The Right Rev. Bishop Gwynne, who was Deputy Chaplain-General to the British Armies in France and Flanders, will then read the Special Prayer written for the occasion by the Archbishop of Canterbury.

"Sir Laming Worthington-Evans will then invite Lord Plumer to unveil the memorial. Before doing so, Lord Plumer will make a short address; and after the unveiling the King of the Belgians will also speak.

"The hymn 'For All the Saints Who from Their Labors Rest' will then be sung, and a prayer will be said by the Right Rev. J. M. Simms, who was Principal Chaplain to the British Armies in France and Flanders. After the hymn 'Now Thank We All Our God,' the benediction will be given by the Right Rev. W. Keatinge, Roman Catholic Bishop in Ordinary for the British Armies and the Royal Air Force.

"The service will conclude with the 'Last Post' by the buglers of the Second Somerset Light Infantry, and a Lament ('Flowers of the Forest') by the pipes of the First Battalion of the Scots Guards, to be followed by one minute's silence and the reveille."

In the same paper we read this touching vision of the past and the present:

"Coming into Ypres to-day as I did, one thought instinctively of Stevenson's lines, in which he tells of his journey through the Cevennes:—

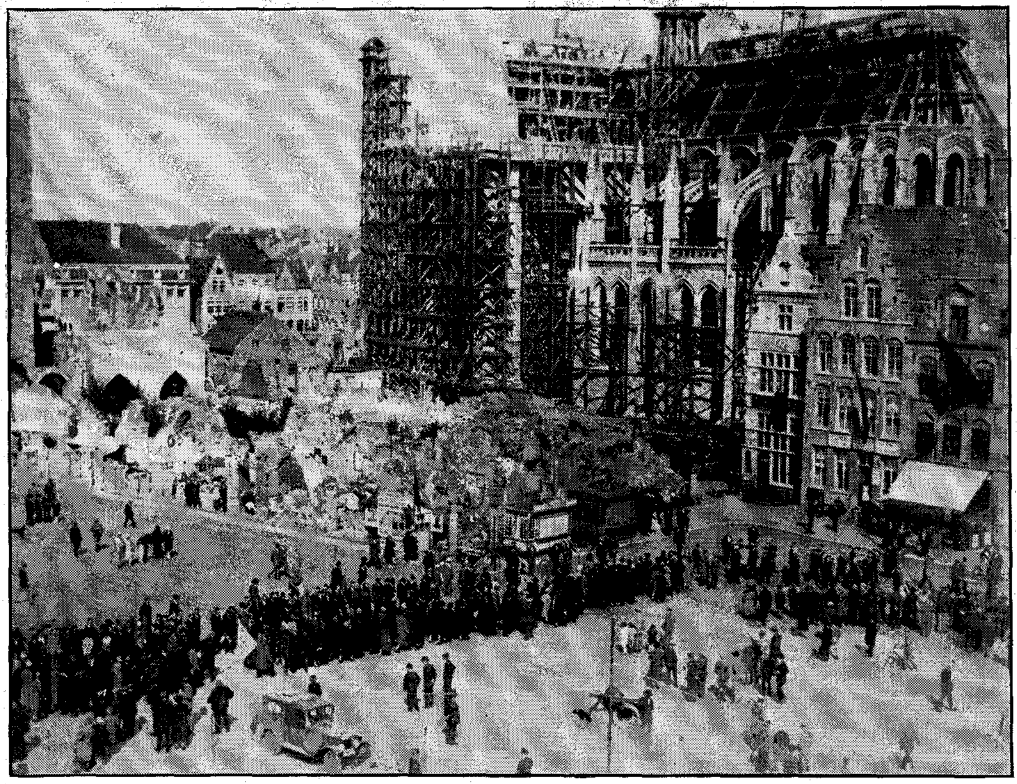
> We traveled in the print of olden wars,
> Yet all the land was green,
> And love we found, and peace,
> Where fire and war had been.
>
> They pass and smile, the children of the sword—
> No more the sword they wield;
> And, O, how deep the corn
> Along the battlefield!

"It was hard to believe from the evidence of one's eyes alone that but a few short years back this tract of territory through which we passed was the most war-tortured sector of a battle-front that swept unbroken from sea to Alps, that here was once an obliteration and abomination from which woman and child had fled, and that this land, to-day teeming with life and smiling with friendliness and good-will, was 'a rendezvous with death' which brave men kept by day and night through years that seemed unending.

"Yes, the land we looked on was green, 'and love we found, and peace.' Not as strangers were we greeted by the inhabitants as we came along. We were received by the wayside and in Ypres itself as the friends we in truth were—friends who had been absent a long time and were returning to familiar haunts and old companionships and to a sanctuary of memories poignant and proud.

"Much has been written in these recent days of the Ypres that was, of the Ypres of ruins and wretchedness and charnel foulness. It is well and fitting to recall and resurrect the Ypres of yesterday, for only so may we understand the sublime symbol which is the Ypres of to-day. The ruins of the old Cloth Hall remain in their gauntness and grimness like some overwhelming indictment of the scientific barbarity that for four years blasted the city to bits. So the ruins as we saw them to-day will remain for as long as mind can reach—an eternal protest and indictment.

"But around the ruins a new city is rising. A phenix in truth, Ypres is being born anew from the ashes of its dead self. The havoc of war is being repaired. The scars are being covered over. New homes, at whose hearths happiness will sit, are springing up on old foundations which knew so much of desolation and distress. The will to rebuild and to restore has triumphed over the worst work of the destroyer. You see it manifest on every hand.



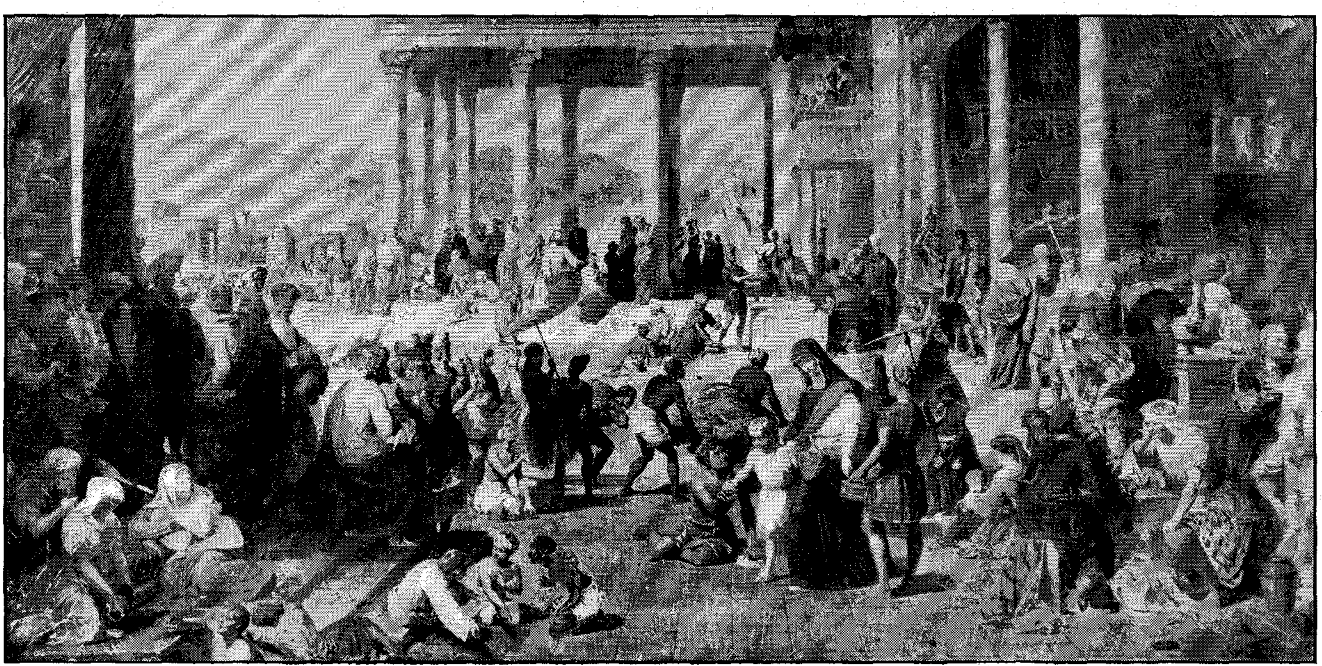
Wide World Photos

YPRES TRIUMPHING OVER "WIPERS"

The shattered Belgian town known to the British soldiers as "Wipers," regains its former self, but the Cloth Hall stands as a shattered memorial, while the new cathedral of St. Martins rises at the right. The pilgrims at the Menin Gate dedication are seen in the foreground.

"And the symbolism? Just this: that if the Ypres of bricks and mortar has been rebuilded and been reborn, so also has the broken heart of the unnumbered bereaved.

"The whole city to-night is, as I have said, moved by extraordinary emotion, but if one does not strangely misread all one sees and feels, the dominant emotion is one of high and even holy pride. The pilgrims already here—still more the pilgrims who will be arriving in the morning—are the bearers of hallowed memories. For them the new Menin Road is *la voie sacrée.* Conventional grief is not in their souls. Instead, early sorrow has been transfigured and grief glorified. Serenity has come to them. The same spirit of sacrifice which they are here to honor has touched their own lives. They have come with 'an humble and contrite heart,' but they are proud in the mission they have undertaken and happy in the homage they have journeyed far to pay."



Courtesy of the St. Louis Art Galleries

THOUGHT A DECAMPS BUT EMERGES A DELACROIX

This canvas, bought at auction for $250, is pronounced a masterpiece by Eugene Delacroix, and its value rises to $50,000 or over.

DETECTING A MASTERPIECE

PICTURE DETECTIVES SEEM TO BE BORN as well as made. The flair for penetrating the disguise of an old master whose identity has been long lost under a wrong appellation seems inherent in such men as Maurice Goldblatt of Chicago, who gained international fame by solving the artistship of a number of canvases hanging on the walls of the Louvre and of other European galleries. Mr. Goldblatt's service to America is in the recent discovery of a Delacroix which lately passed out of a New York auction room for $250, and now that its real painter is discovered, is estimated as worth $50,000 or more. Mr. Goldblatt, when a youth, was interested in stamp collecting, and his habit of looking closely for distinguishing marks cultivated his eye for the elusive traits of a master's style. Of course his technique is one developed by Morelli and Bernhard Berenson, but the detective insight is all his own. The picture under question was bought by a St. Louis dealer who accepted it as by Alexander Decamps. He sent a photograph of the painting to Mr. Goldblatt, whose interest was so keenly aroused that he journeyed from Chicago to St. Louis to inspect the picture. After one long look, so Mr. Julius Kleimann tells us in the St. Louis *Post-Dispatch*, he exclaimed, "I knew it! I knew it! It's a Delacroix." We are given a picture of Mr. Safron, the fortunate dealer, and Mr. Goldblatt in the throes of a great art discovery:

> "Safron thought he was dreaming. When I saw him the next day he still thought he was dreaming. But on this day before, his head swirled and whirled and spun about, and all with good reason. For while he would have been a little more than satisfied if his picture had turned out to be an Alexander Decamps, he was hardly prepared to realize that his painting was a Eugene Delacroix. Because, tho Alexander Decamps was an excellent artist, the difference between Alexander Decamps and Eugene Delacroix is that Decamps was an excellent artist and Delacroix was a master, and a great one.
>
> "Now, while Mr. Safron's head was going through these gyrations, Mr. Goldblatt was running about in front of the canvas with a magnifying glass and muttering strange and inaudible things. He would look closely at one place and enthuse and then he would run over to another point and enthuse.
>
> "'But, Mr. Goldblatt'—this from Safron—'how do you know it's a Delacroix? Oh, how do you know?'
>
> "'Do you see that grouping?' asked Goldblatt. 'Delacroix! Do you see that attention to detail? Here, look through the glass. Delacroix. Do you see this coloring and this coloring and this coloring? Do you see the treatment of these figures? Do you see the primary colors he used? That red? And that blue? Delacroix. Delacroix. Delacroix.'
>
> "Safron was caught in the storm of Goldblatt's enthusiasm But he wasn't quite persuaded. He was afraid to be persuaded. Afraid he'd wake up and find it but a dream.
>
> "'I wonder,' said Safron, 'I wonder if there's a signature.'
>
> "'I'm looking for it,' said Goldblatt, peering over the canvas with his glass. 'I'm looking for it.'
>
> "They looked and they looked. They examined the lower right-hand corner, where artists are given to place their names. No signature was there. All they found was paint, faded out by art dealers and art experts, whose quaint custom it is to stick their respective thumbs in their respective mouths and, thus moistening those thumbs, to run them over this corner of a painting in an effort to remove any dust or grime or later varnish which may be obscuring the signature of some great master. That was all they found, faded paint and an anemic hen, almost a specter hen, once undoubtedly plump and well fed, but now almost wasted away by the damp thumbs of hungry art dealers
>
> "Satisfied that no signature had ever likely been in this lower right-hand corner, and that certainly there was none there now, Goldblatt and his glass moved to other parts of the painting Meticulously, minutely he conducted his inquiry. He looked here and he looked there. At this corner and that corner, along the edges, in the middle. He peered at the base of the temple, at the sides of the judge's desk, at the banner held aloft by one of a company of Roman legionaries, bearing, as was customary with the banners of the Romans, the letters SPQR., which, as everybody knows, means Senatus Populusque Romanus, and which, as everybody also knows, of course, means, 'The Roman Senate and People.' Closely he peered at that banner, still more closely. Then suddenly he jumped up and, pointing toward the bottom of the scutcheon, cried out,
>
> "'There it is. There it is. His initials. E. D.—Eugene Delacroix!'
>
> "There it was, come from the French master by some unknown route to America, and after all these years turned up in St. Louis by way of an art auction. A Eugene Delacroix.
>
> "'What is it worth?' said Goldblatt. 'Anywhere from $50,000 to $250,000!'"

Interviewed a few days later, when the heat of discovery had cooled, Mr. Goldblatt revealed some of the mental processes by which conclusions like the above are reached:

> "I thought, when I first saw it in the black and white photograph, that it looked like Delacroix's work. Look at the countless figures on it, there must be well over a thousand people. That

was characteristic of him and his meticulous attention to detail. I think the painting might be called 'A scene Before the Temple in Jerusalem.' At the top of the steps, there, toward the center of the canvas, sits Christ and around Him you see His twelve disciples. That woman in the yard, attended by her servants and her retinue, is, I believe, the Queen of Sheba. Over to the right you see Roman soldiers. Pilate is there, too. Of course, all of these people were not contemporaries. But that is a liberty artists take.

"Well, such painstaking is characteristic of Delacroix. Very few artists but Delacroix would go to the trouble to paint in all these hundreds of persons. And see how exactly every face and every figure is worked out. There is no slurring over, no carelessness, no matter how small a part the character plays in the whole."

SHOULD OPERA SINGERS ACT?

MR. ERNEST NEWMAN, the music critic, has always had a chip on his shoulder when he mentioned the Metropolitan Opera. When he was with us as guest critic he found plenty of fault, and now that he has returned to his London field he takes occasion to illustrate his strictures there by reference to what he regards as the bad example of the Metropolitan. Some weeks ago we quoted him in this respect and we have been waiting to see what retort should be furnished from this side. *The Musical Courier* provides it in telling us "what the public wants":

"The whole thing resolves itself into the simple question: do we go to the opera to hear artists sing or to see them act? The man on the street goes to the opera to hear them sing. Oh, yes he does, however shocking it may seem to the purists and music-drama-ists. Among those purists is Ernest Newman, some time of the New York *Evening Post*, and with the London *Sunday Times* before and since his American adventure. Newman blames it all on our poor old New York Metropolitan. 'Nothing,' says Newman, 'used to astonish and amuse me more than the way the singers had of coming as far down as possible to the footlights and addressing their remarks to the audience instead of to the person they are supposed to be acting with.'

"Newman may really be astonished, as he says he is, tho one doubt it, for he must have seen opera in Italy and France and must have observed the same methods as are found—if they are?—at our Metropolitan. He must know, likewise, that this question involves that of music-drama—of opera as a whole—and is by no means settled once and for all forever in the minds of everybody, including the minds of the collective public; for the public has a mind, too, in spite of the obvious assumption on the part of the critics that they, or it, have or has not.

"And the public is not 'sold' to music drama, nor to music-drama methods. The public wants some acting, but it does not want that acting to interfere with the music; it does not want composers to write only recitative which renders acting easy. The success of Wagner's so-called music dramas is no argument to the contrary. That success is due, not to any of Wagner's foolish and impractical theories, which he was never, himself, foolish enough to live up to, but simply and solely to his marvelous basic dramatic ideas, and his no less marvelous music.

"In the Wagner operas, where the magnificences are mostly in the orchestra, there might be some excuse for real acting. But in operas of the other sort, where the voice has the tune and the tune is pretty much the whole thing, too much acting simply spoils the music. One may well ask, how can the most histrionically endowed of artists really act when his remarks are repeated over and over again through five or six or more minutes of aria, duet or ensemble?

"As well imagine a concert artist turning this way and that, sometimes with his back to his audience, as to imagine a singer in opera with an aria to sing—or a row of singers in an ensemble—'acting' as per the receipt of the dramatic stage. Yes, some of it is possible. There are moments where real acting is effective even in opera, but they are not the vocally great moments.

"What the public wants is to be left in full enjoyment of the singer's voice, and for that it is often necessary for the singer to get down as near the footlights as possible."

Elsewhere *The Courier* makes the depressing statement that "there is not much interest in America for opera as such":

"So far as one is able to judge, the American public must have the appeal of either great voices or some new sensational work to be drawn to opera performances in any very large numbers. 'Just plain opera,' as somebody has phrased it, is not in much demand here. Why? Well that is a great mystery. The very people who delight in an opera aria or an opera overture or selections from an opera played in vaudeville, in band concert, or by hotel or movie orchestra, stay away when the whole opera is offered from which these selections are taken.

"Why is that? It is one grand mystery! It has been suggested that the reason is the 'dull spots' that are found in most operas unless one understands the text of the drama. The question might well be asked: are these dull spots any less dull if one understands the text? That is hard to say. The recitatives certainly are not of much interest in the old standard repertory. They serve merely to weld together the concert selections in the piece.

"Still, our growth seems to be encouraging. One may be permitted a certain faith in our future, especially when Taylor—and other Taylors—write operas in our own language about ourselves. No doubt a good deal of the success of 'Madame Butterfly' in the Savage production was the English text and the feeling that *Pinkerton* and *Sharpless* were 'us.'"

FILM "QUOTA" IN GERMANY—The quota system of regulating the importation of American films into foreign countries seems to have proven a failure in Germany, and changes in the system are already announced. In the London *Observer* we read:

"Germany, starting on a basis of fifty-fifty, which provided that for every film imported from the United States a German picture must be manufactured in a German studio, has come to the conclusion that her home markets may have been protected from inferior American pictures by these means, but that her own export business has profited not at all.

"Last year America made sixteen million gold marks pure profit out of the films she had sold to Germany alone. Germany, exporting to England, Austria, Scandinavia, Italy, and the Border States, barely succeeded in making fifteen million marks. The business with America, which was negligible, has not progressed in the slightest, in spite of various high-sounding contracts made with leading American producing firms. These were in honor bound to show six to eight big German pictures, but they refused to take any notice of those not thus specifically named. German film manufacturers declare that there is no object in protecting one country from another unless a mutual exchange of films takes place.

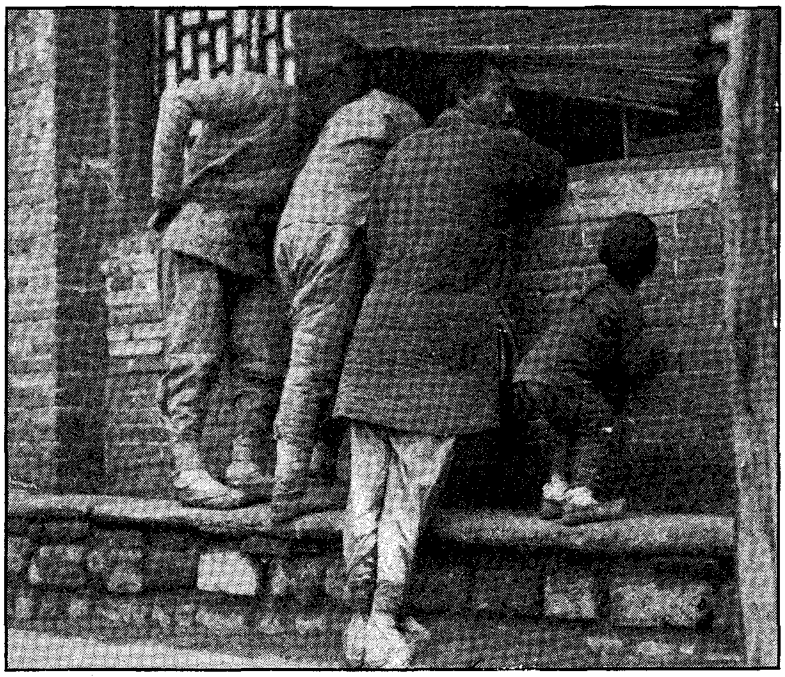
"To the American argument that the United States possesses sixteen thousand picture theaters in comparison with Germany's four thousand, and that therefore American pictures for the many thousand 'hicks' are what the country wants, Germany has found an answer. The head of her leading manufacturing firm, the Ufa Company, is going to the United States this month with the suggestion that for every four American films allowed into Germany one German picture should enter America, with every guaranty of its being given a fair run all over the country. This looks bad for Germany's film industry at present, but should be better for it in the end. A similar basis, it is argued, should be entered upon with all other film-producing countries."

THE COVER—Provincetown which is pictured on the cover is more than the fishing village of remoter days on the point of Cape Cod. It has become a summer center for younger artists and writers, and it gave its name to one of our prominent Little Theater movements, since it was there that the Provincetown Playhouse, later removed to New York, was inaugurated. Mr. Beal has given us a sympathetic picture of its colonial atmosphere. The artist was born in New York City in 1879, and studied under Chase, Du Mond, and Ranger. His work has been successful in winning prizes and medals and he figures among the membership of a half a dozen art associations in the country. The Metropolitan Museum has his "Mayfair" and "The Albany Boat." The Art Institute of Chicago houses his "A Puff of Smoke." The Museums of Syracuse, San Francisco, Detroit, and Brooklyn possess his pictures either in oil or water-color.

RELIGION-AND-SOCIAL-SERVICE

IS CHRISTIANITY RESPONSIBLE FOR CHINA'S WO?

CHRISTIANITY IS RESPONSIBLE for all of China's woes, declares a Chinese writer in an indictment of the Christian religion, Christian missionaries, the Y. M. C. A., and Western civilization as bitter as anything that has come out of the mouth of a Moscow "Red." Through the outcasts and the low-class, asserts a Chinese writing under the nom-de-plume, Mencius Junior, in *The English Review* (London), missionaries, particularly the American missionaries, have spread their destructive propaganda of rebellion until China's civilization has been utterly discredited and her affairs reduced to chaos. The indictment is answered in the same magazine by Dr. Timothy Tingfang Lew, a well-known leader in the Chinese Christian Church, who replies that the Christian missions in China have aimed to serve God, to serve the Chinese people and to promote international good-will, and that in so far as the missionaries have understood the Chinese and their customs they have succeeded. Here is a debate between two Chinese leaders which must command the attention of all religious leaders, missionaries and missionary societies, since it presents, on the one hand, the view-point of a conservative Chinese of the old school as to the causes of the revolution and China's wo, and, on the other hand, the view-point of a Chinese Christian which bears all the earmarks of a convert who is able to distinguish between the Christian religion and some of the practises of the so-called Christian nations. It has been agreed by some missionary writers that the missionaries planted the seed of a revolution which was to unify China and shake off foreign yokes. But the revolution, say some of the newspaper correspondents, has been reduced to factional fighting for spoils and domain, with one faction under Bolshevist control. Indeed, declares Mencius Junior, it is those educated as Christians who are bent on making of China another Russia.



Illustrations by courtesy of the Board of Foreign Missions of the Methodist Episcopal Church

CHINESE LISTENING TO THE GOSPEL

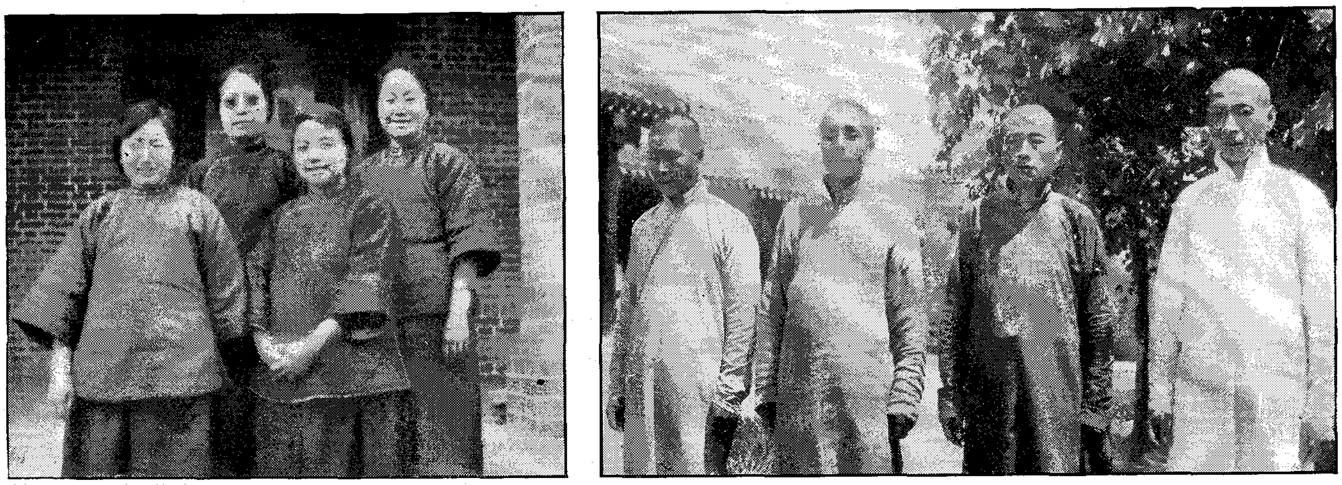
The church being full, these men are standing at an open window to listen to the preacher, who, says one Chinese writer, preaches rebellion, while another Chinese writer credits him with working for China's salvation.

In the course of his long indictment, Mencius Junior recites that never once, during thirty years' service spent in every province in China, has he found the Protestant missionary attending to the affairs of the Church alone, "but always was he at work setting the disaffected upon a mountain, teaching English to the outcasts, and imparting a vast store of useless facts concerning his foreign civilization to people who should have busied themselves tilling the soil." Worse, the missionaries, we read, taught their pupils to despise the laws and customs which had served China for thousands of generations, and sent them to foreign countries to learn still further to despise their own country. And says the writer:

> "Of these missionaries of the new school, the worst offenders were the Americans, who, perhaps by reason of their own rebellious descent, spent most of their lives actively fomenting trouble and rebellion throughout the land. The English are bad, but they do not, as a rule, compare with the American in setting up strife within their districts, and are more amenable to the local officials, being, in the main, better educated men with a wider and more tolerant outlook. Not content with living in luxury, with servants to wait on them, fine houses to dwell in, large churches to pray in, the American missionaries set up shops, where they sold milk, embroideries, the work of the village and district craftsmen, and other things, acquired large pieces of hill-land to set up summer dwellings, and generally behaved much as our leading gentry do, except that all the time they were busy teaching the beggars and outcasts, criminals, and malefactors their doctrine of equality, flaunting all authority, and generally bringing our civilization into discredit."

This condition, we read, was made worse by sending "low-class people, both boys and girls," away from China "to be whitewashed with Christianity and Western teachings, despite all protests from the thinking members of the community." The Y. M. C. A. comes in for a flaming indictment, too, for "far from using this organization for religious or cultural uses, the whole efforts of the hot-headed young students were to use it as a fostering place for rebelling beneath the shelter of the American flag." The writer says that "investigation soon made it apparent that the whole Association was nothing more than a breeding-ground of rebellion sedulously fostered by all the outcast and disaffected elements of the populace, while pretending to be a religious organization." Then came Bolshevist spies, who, by 1921, "had established connections with all the malcontents, returned and unemployed foreign-educated students, the riffraff of the ports and large cities, and working through the American-directed Young Men's Christian Association and the Peking Government Schools and Universities, as well as the provincial schools and colleges, had already succeeded in weaning many adherents from the Christian creed to the Soviet belief." And says Mencius Junior:

> "It is impossible by any system of thought sequences known to us to understand why it is that the Christian seed implanted by so many missionaries of such diverse types should blossom out into the Soviet flower with such consistency; but the fact remains that to-day nearly 90 per cent. of all the advocates of



SOME OF THOSE WHO HAVE BEEN "WHITEWASHED WITH CHRISTIANITY AND WESTERN TEACHINGS"

"Nearly 90 per cent. of all the advocates of the Soviet form of government," says Mencius Junior, "are, or were originally, Christian educated people." But Dr. Timothy Tingfang Lew says that Christian missions, "so far as they try to fulfil and not to destroy that which is good, have borne good fruit." On the left of the photograph are local women preachers and on the right four men licensed as exhorters

the Soviet form of government are, or were originally, Christian educated people, and these people are the most articulate of our race bent on turning China into a second Russia."

On the other hand, Dr. Timothy Tingfang Lew, a well-known Chinese leader, a graduate of Yale and Columbia Universities, and now in the Chair of Education and Psychology in Peking University, and president of the China Christian Educational Association, pays a great tribute to the teaching of Christianity in China. After reciting that Christianity is a religion of love and service, that "China resents proselytization, but does not resent evangelization," that "Christian missions in China have succeeded only in so far as they are carrying out the work of evangelization," Dr. Lew goes on:

"Christian missions in China represent the efforts of 130 different organizations and denominations of Christendom. Their working system represents a wide range of practises and organizations. Their theological points of view and their attitude toward various problems are by no means uniform. But so far as their systems of work have put the emphasis upon the right place, they have severally succeeded. So far as they have made the welfare of Chinese people their chief object and render the service needed, they are welcome. So far as they understand Chinese psychology, appreciate the spiritual inheritance of the Chinese race, try to fulfil and not to destroy that which is good, they have borne fruit. Blunders have been made, and many adjustments and even radical reforms are needed in certain parts of this great system so patiently built up, but Christian missions, as well as others, have to learn through trial and error."

Dr. Lew gives credit for the benefits China has received from contact with Western nations, but, speaking of the unequal treaties, says that "the resentment of China against Christian missions is due to the fact that from the very nations whence Christian missions came there came also the aggressors upon Chinese sovereignty and the interference with the efforts of China to develop her new nationhood." Dr. Lew goes on:

"To the extent missionaries or missions support any unchristian policies of their respective governments toward China, to that extent Chinese do make a strong indictment against Christian missions in China. To the extent that missions have worked to remove such obstacles, to work with Chinese people to bring about a new and equitable international relation between China and foreign Powers, to that extent Chinese people accept the missionaries as their true friends. To the extent that Christianity can be applied not only to individual relationships but also to the relationships between nations, to that extent Christianity is given an attentive ear to-day in China."

Dr. Lew admits that some returned students have not had a sound foundation in their own Chinese culture, and says that some parts of the missionary program are far more international than national, and need to be improved. However, "it takes an ignorant reactionary to regard the entire Christian movement, and the result of Christian missions, as that of total denationalization of the Chinese people." Here the writer goes on:

"There has been right along a strong undercurrent in the Chinese Church of progressive and nationalistic aspirations which has now become an open and aggressive movement from the Chinese Christians, working for an indigenous Church. Chinese Christians are at one with their fellow-countrymen in fighting against unequal treaties, the ill-treatment of China at the hands of any foreign nation, and the evil of any kind of irresponsible radicalism, whether it is from Russia, America, or Europe. Chinese Christians are whole-heartedly and loyally supporting any political or social movement, provided it is not unchristian, that is working for the preservation and enrichment of Chinese life and for the realization of China's aspirations. . . .

"Moreover, the new movements of modernization led by the returned students, while enthusiastic about the modern civilization of the West and very critical toward all things, including the customs and laws and teachings of China's past, are helping the present generation to study afresh our classics, history, philosophy, and art with unprecedented zeal and scientific vigor. The Renaissance movement has already developed new and deep appreciation of our cultural heritage, and research work in many lines has been inaugurated. It is also from these very movements led by the returned students that the movement of nationalism comes, which has put many a reactionary to shame in his devotion to China and to her cultural heritage."

THE INFLUENCE OF THE GIDEON BIBLE—The proprietor of a large New York hotel replied to one who asked about the Bibles placed by Gideons in the rooms that, so far as he could determine, they were read. "He also said," we read further in *The Christian Register* (Unitarian), "that while guests unceremoniously pack sheets, towels, silverware, soap, even hangings and electric light bulbs in their suitcases, they seldom abscond with a Gideon Bible, which may signify much or little." Which leads *The Christian Register* to say:

"In distributing 670,000 Bibles in the last fifteen years, the Gideons have done much to promote interest in good literature. The next time you find yourself in a hotel, take up a Gideon Bible and turn to Isaiah, the Psalms, the Proverbs. Read the story of Joseph and his brethren; the account of Elijah and the priests of Baal; the book of Ecclesiastes; the story of Jonah and the City of Nineveh; of the Feast of Belshazzar, and of Shadrach, Meshach, and Abednego; the Sermon on the Mount; the twelfth chapter of Romans; the thirteenth chapter of 1 Corinthians; the last chapter of Revelation. Read not for plausibility of doctrine, but to appreciate literary merit."

REFUTING WELLS ON CHRISTIANITY

CHRISTIANITY HAS HAD ITS DAY and has died, according to one of the characters in H. G. Wells's new novel, "Meanwhile" (Doran), who is made to say:

> "But indeed Christianity passes. Passes! It has gone! It has littered the beaches of life with churches, cathedrals, shrines, and crucifixes, prejudices and intolerances like the sea-urchins and starfish and empty shells and lumps of stinging jelly upon the sands here after a tide. A tidal wave out of Egypt. And it has left a multitude of little wriggling theologians and confessors and apologists hopping and burrowing in the warm, nutritious sand."

Mr. Wells attacks so many things, comments the New York *Sun*, that his line of assault is drawn somewhat thin. And in this argument, we are told, there are certain logical faults to which attention may be directed. In passing, *The Sun* observes that the announcement of Christianity's demise is somewhat premature in view of the fact that evangelical church membership in the United States alone is approximately 29,000,000, a figure which takes no account of the millions of Roman Catholics and of Protestant sects which can not be classed as evangelical. However, continues *The Sun:*

> "It is worthy of notice that the enemies of organized religion commit the same inaccuracies in reasoning which they are most insistent in attributing to the supporters of religion. Thus, for instance, they blame Christianity for believing in legendary performances which are incredible in the light of modern knowledge, and at the same time blame it for not working other miracles which would have been more wonderful still.
>
> "There is this matter of prejudice and intolerance which Mr. Wells mentions. Prejudice and intolerance have by no means been exclusively Christian possessions. They belong to all human kind, and they have belonged to Christians not because of Christianity but rather in spite of it."

Nor is fanaticism a peculiar possession of Christianity, points out *The Sun*, and goes on:

> "The truth is that organized Christianity of to-day is like almost every other important social institution, such as the home or civil government—a product of evolutionary growth. It has had to adapt itself to constantly changing conditions, altho it has always been naturally conservative and reluctant to accept innovation. In the first century it consisted of a series of communes in which all property was held in common. In the time of Constantine it engaged in civil war over the question of whether the Father and Son were of the same or only of similar substance. In the eleventh, twelfth, and thirteenth centuries it engaged in crusades to wrest the Holy Sepulcher from the hands of the infidel. In the Middle Ages it burned heretics at the stake, and in Puritan New England it firmly believed in witchcraft and freely hanged witches. To-day it is doing none of these things but is desperately attempting to cope with the problems of an age of enlightened materialism.
>
> "To find fault with Christianity because of its struggles with the costly process of trial and error is to blame all human civilization because of similar struggles. It is easy enough to point with horror to the immolation of Joan of Arc or of Jacques de Molay; but nobody thinks by the same token to point to the ruined castles on the hills above the Rhine with a feeling of horror for a political era which exalted the robber baron and government by pillage.
>
> "As for tidal reminders, there are a good many others Mr. Wells did not see fit to indicate. He did not point to Christianity's leavings in literature, poetry, painting, and deathless song; to the jeweled words of Milton, the majestic phrases of Dante, the glorious colors of Rubens, to the beauty and dignity and simplicity of a religion which brought contentment into the life of the humble and serenity into the thoughts of the great, which carried solace to the slave in the cotton-field, comfort to the prisoner in his cell, assurance to the monarch on his throne, and consolation at a time of need to every Christian home."

SPEAK TO MY HEART THROUGH GARDENS

By Molly Anderson Haley

SPEAK to my heart through gardens, till I see
The shame of service rendered grudgingly;
Turn from the selfishness that could forget
A lifetime were too short to pay my debt,
Beholding how from bud to petal-fall
Proud poppies flame with joy at giving all.

Out of the grace of gardens, make me wise
To learn as larkspur mirrors mist-blue skies,
Here in my place, Thy holy ground, I, too,
May lift a life that as a mirror true
Reflects the beauty of that Blessed One
Who in a garden prayed, "Thy will be done!"

Teach me in dewy silences to know
On the pruned bush the loveliest roses grow,
That when the shears of sorrows shall be laid
Against my life, serene and unafraid,
A sturdier faith shall flower there and be
A richer crimson in my love for Thee.

—*The Churchman, New York.*

RELIGION REVIVING IN RUSSIA

IN SPITE OF SOVIET EFFORTS to ridicule it out of existence, religion is said to be reviving in Russia, and the workmen themselves are said to be building churches in which to worship. Sir George Hume, who was educated in Russia and is now a Unionist Member of Parliament, is reported in *The Christian World* (London) as saying that undoubtedly the religious spirit was living again in Russia "When a church is dead," he says, "it can only be revived by persecution, and this is what has happened in Russia. The Soviet has recently explained that it has not been able to stamp out the idea of God, and Christian influences are spreading even in the Red Army." He quotes statements from a report presented to the Greek Orthodox Church on the way in which the Russian people, craving for spiritual food, are flocking to the evangelical bodies The movement toward the free religious bodies is said to be spreading like an epidemic from village to village. Whole communities are reported to have gone over to the Protestant sects, and large meetings are organized at which there is most effective preaching. Exact numbers are difficult to obtain, but the report reckons that these independent bodies have recently gained between seven and eight million members. Meanwhile the orthodox church priests are said to be helpless.

Similar reports of a return to religion come from the *Volksmission* (Berlin), which reports that the workmen in a large textile factory in the province of Wladmir, which is operated under the name of the Communistic Vanguard, have built a church with their own hands. The factory, we read, employs 7,000 workmen. The *Volksmission* continues this very interesting story:

> "In the province of Smolensk, 6,000 workmen employed by a weaving mill have likewise built a church, the material for which was purchased through voluntary contributions of the men
>
> "Another church has been built by the personal labor of 2,000 of the workmen employed by a clothing plant which bears the name Red October. Then a committee was formed to collect a certain small sum each payday as the gift of each workman toward the building of the church. In this manner 40,000 gold rubles, approximately $20,000, has been collected.
>
> "In each of these three cases the new church was built next to an old church which the Soviet Government had closed and transformed into a club-house or theater. Soviet newspapers appear to be extremely upset because in each case the workmen building the church are the same who hitherto had been considered true Bolshevists. It is also noted that the churches have not been built in obscure locations, but in important industrial neighborhoods."

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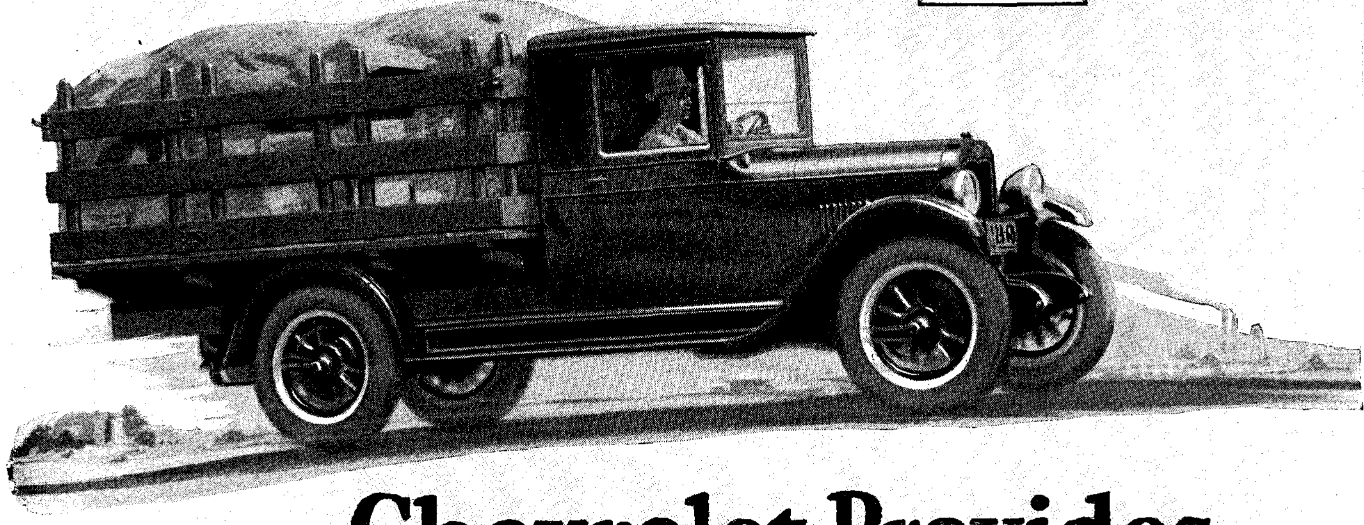

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CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

SOMETHING from *The Spectator* (London) in the best tradition of English poetry. Whatever the changing fashions, things like the following survive:

THE ORCHARD SONG

By Gwen Clear

Along the road to Lenham,
Above the hedges high,
The red fruit hung in bunches
As we went riding by.

A country girl was singing
Beneath the weighted bough;
"O a ladder and a basket,
For cherries ripen now!"

Her hair was brown as Kentish ale,
Her eyes were black as sloes,
And prim she was and trim she was,
And ruddy as the rose.

And O she sang in summer
Beneath the weighted bough:
"A ladder and a basket,
For cherries ripen now!"

Dog lovers will find a little homily in *Munsey's*:

STRAY DOG

By Charlotte Mish

Your wistful eyes searched each one as he passed,
Stray dog—so lost, so starved and starkly thin,
And yet your gallant hope held to the last
That there would come a heart to take you in.

Some came who jeered at your bewilderment,
Some kicked you, shouted, threw things till you'd gone;
But, oh, more cruel was the one who bent
And petted you, and murmured—and went on.

Simple travelers who can not venture into the remote lures of big game will read this with satisfaction in *G. K.'s Weekly* (London):

THE SHIKARI

By A. R. U.

Written after reading a book on Big-Game Shooting

Of course you all will recognize the man,
At any rate he's always dress'd in kharki,
His joy it is to get up earlier than
The advertised and highly-lauded lark. He

Is of a countenance browned by the sun,
His nerves (as usual) compare with iron;
He always has some special type of gun,
And knows which brands of tinned foods to rely on.

He seems to walk for miles and miles each day,
And if you ask him why, he says he likes it;
He carefully selects a trail, he'll say,
And when he finds the one he wants he strikes it.

What folk like you and me think slightly rum
Or dangerous, preferring not to meet'll
Leave him quite calm and staid, as on his tum
He crawls in stubborn silence after cheetul.

Or else in an entirely lighter vein,
If, be it understood, he does not lack luck;
Worming himself across an arid plain
He'll pot, at intervals, the nimble blackbuck.

His fund of tales will be dispensed till late
At night; they're such as neither you nor I know,
For instance, how his final No. 8,
Discouraged, and quite stopped the charging rhino.

He'll tell of hectic hours in pursuit
Of those unpleasant hippopotamusses;
It sounds so easy, just like picking fruit
To folk like us, or falling of a 'bus is.

Here is a delicate fancy from the Irish poet whose transplantation here has dimmed none of his native vision. In *The Irish Statesman:*

DAVID AP GWILLAM AT THE MASS OF THE BIRDS

By Padraic Colum

The Thrush, the Lark, and, chief, the Nightingale,
With one small bird whose name I do not ken
Offered a Mass; the little bird was clerk—
At intervals he struck his silver bell.
The stars above that were but whitened then
The candles were; the altar was a stone;
Myself was there with meet observances
Hearing the Mass the Birds said in the dell.

It was the Lark who sang in dark's decrease
Kyrie Eleson: then the Nightingale
The Consecration chanted solemnly;
(The silver bell was rung for him in chief),
And then the Thrush, the dweller in the vale,
Orate Fratres sang—how near, how clear!
It was the Thrush who, as the sun appeared,
Held up the Monstrance, a dew-circled leaf!

Pasque Petals (Aberdeen, S. D.) is a four-page sheaf of poems which contains many good things like this:

THE JOB

By John Lee Higgins

For many years he worked in this one place,
Till fifty winters whitened in his hair;
And then they dropped him neatly with a phrase
That made him dumb, and he could only stare.

So steady was the work that he forgot
To think of any change, it was his life
As much as bread, and now he felt a blot
Was on his pride—he could not tell his wife.

He asked that they would keep him without pay,
And so they gave him something more to do
To humor him because he was so gray;
But soon they said that this was ended too.

Yet every morning at the opening hour,
Along with all the others he will come
Up to the doors, to slink away and cower
Till closing time when he will hurry home.

And secretly on pay-day he will use
Enough of meager savings of the years
To equal his small wages, lest he bruise
The one at home that must not know his fears.

There is a tragedy behind these musings that is left for the reader to divine or supply for himself. Unhampered by the title, imagination might take a wide range. *The New Republic* prints it:

THE HOMEBODY

By Dorothy Parker

There still are kindly things for me to know
Who am afraid to dream, afraid to feel—
This little chair of scrubbed and sturdy deal,
This easy book, this fire, sedate and slow.
And I shall stay with them, nor cry my woe
Of wounds across my breast that do not heal,
Nor wish that Beauty drew a duller steel
Since I am sworn to meet her as a foe.

It may be, when the devil's own time is done,
That I shall hear the dropping of the rain
At midnight, and lie quiet in my bed;
Or stretch and straighten to the yellow sun,
Or face the turning tree, and have no pain:
So shall I learn at last my heart is dead.

To know many things is often to be blind where nature and those nearest her see. *The English Review* (London) impresses this truth:

THE SHADOW IN THE SHINE

By Kenneth Ashley

As I came over Cocking Hill
I saw a frail old tree
That held its palsied arms aloft
Tense with fear's agony.

'Twas almost noon, the sun was high,
The air was soft and still;
Yet stark against the bright blue sky
The tree froze on the hill.

And in its fear I saw again
That terror of surprize
Which I had seen disturb the flame
In poor Tom Half Wit's eyes—

A fear as if to them was shown
Some horror in the air,
From which they both shrank, terror struck,
Whilst I went unaware.

I paused and looked adown the vale,
Where I had lived for years;
A smiling vale, a kindly vale,
And yet—a Vale of Tears.

Dead voices whispered as I stood,
The wind was framed of sighs,
And ghosts by gates in Lover's Lane
Watched me with envious eyes.

And as I hurried on my way
My eyes half seemed to see
That sunshine Shadow quite revealed
To idiot and tree—

A lurking Shadow in the shine,
A Void beyond the blue,
As if behind the smiling Face
A grinning Skull showed through.

Who would say that the spirit of the "Reds" is here? *The Modern World* (Baltimore) prints it:

KUOMINTANG

Although the following verses contain many phrases forming part of the language of symbolism, which is the real significance of the classic Chinese language, the new and modern spirit suffusing them will be manifest even to Occidental readers. The verses are by one of the young officials of the Kuomintang party. They were written in answer to reactionary poems by the former war-lord, Wu Pei-Fu.

The ancient-minded men of the North
Are as trees whose branches are withered.
In Kuangtung and on the old Yangtze
The Morning Sun is shining.

Yellow Hair and child's teeth—such is the ancient ideology of our enemies, who yet are our brothers.
They have known many changes of furs and grass cloth,
But the newer wisdom of To-day is not theirs.

Now they are facing the end,
The future belongs to the fresh clean blood of youth.
A halo around the moon for wind, and a moistened pavement before rain—
That, for the truly wise, is a portent of what is to come.

Between us and the ancient-minded men
There is ice and ardent charcoal.
We see on the edge of the pool there grows the grass of spring.
The upper and the lower jaws trust each other.
We whet the weapons and feed the horses.
We fight for the thorny arbutus that has flowers

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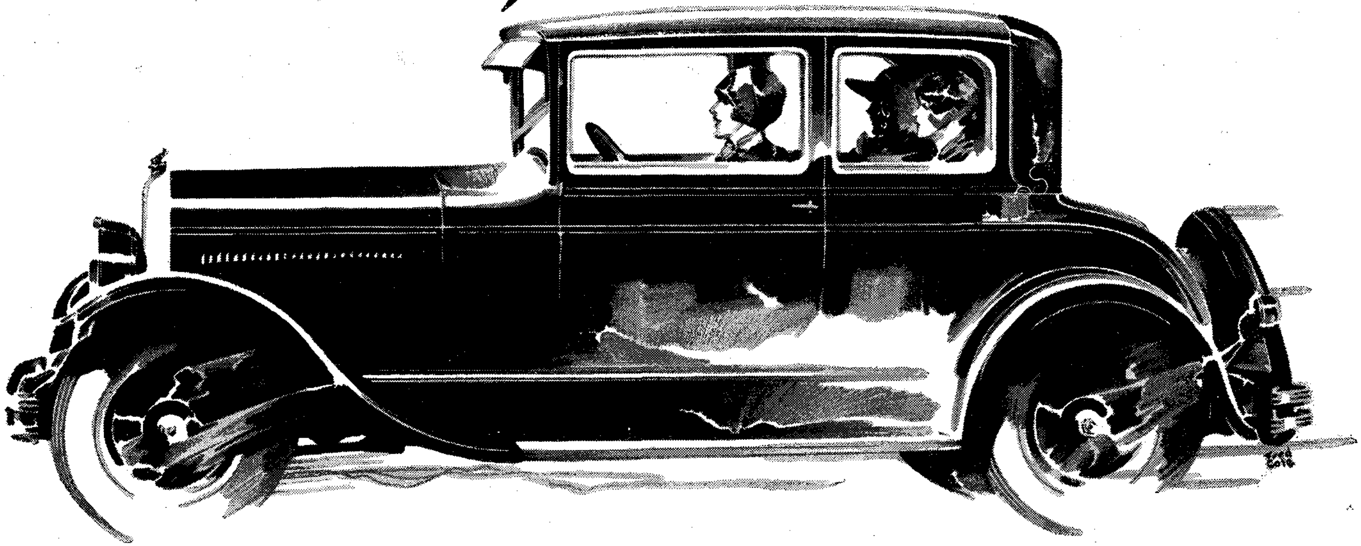

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For those who seek supreme performance — speed, pick-up, hill-climbing ability, surpassing even the qualities of its standard sixes — Chrysler furnishes its new "Red-Head" high-compression engine . . . The new Chrysler "Red-Head" will be regular equipment on the Illustrious New Chrysler "72" Roadster, giving even greater speed and acceleration than the standards announced. It is also available for all other "72" body models.

Illustrious New Chrysler "72"—eight body styles, $1495 and upwards f.o.b. Detroit. Chrysler dealers are in position to extend the convenience of time payments. Ask about Chrysler's attractive plan. All Chrysler cars have the additional protection against theft of the Fedco System of numbering.

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PERSONAL ▾ GLIMPSES

WHEN H. R. H., OF ALBERTA, PEELS OFF HIS COAT

EARLY ONE RAINY MORNING the royal owner of the "E. P." ranch—so it is designated in the district maps, "E" presumably standing for Edward and "P" for Prince—sought out his ranch manager, W. L. Carlyle, with his customary question:

"What are we going to do this morning?" To which Manager Carlyle responded briskly:

"Well, it's too wet for any outside work, but I was thinking it would be a good morning to clean out the stables. What do you think, sir?"

The owner of the "E. P." ranch evidently thought well of the idea, for in fifteen minutes—so the story goes—he was out in the stables, in overalls and high boots, working like a Trojan with one of the ranch hands. While His Royal Highness was so engaged, relates Enid Griffis in the New York *Times*, a neighbor rode into the ranch-yard, and the caller's name was announced to the Prince. The latter stopt long enough to straighten up, mop his brow, and ejaculate:

"Ask him to come down here, will you, please? Tell him I'm busy mucking out the barn."

And in this same spirit, it appears, all the ranch days of the future King "are filled with labor of some kind, and his evenings are spent quietly around the house, reading, listening to the radio, or what not. In his spare time the Prince visits the neighbors, who regard him as a very likable fellow rancher and treat him as such. They have the good sense not to embarrass him by standing on ceremony." The Prince is quoted as saying that there is only one spot in the world where he feels free to do as he pleases—"a quiet spot hidden away in the foot-hills of Alberta." Concerning his choice thereof we are told:

P. & A. photograph

OUT FOR A GALLOP OVER THE HILLS

Free for a few weeks from the strain of being Heir Apparent of an empire, the Prince spends much of his Canadian vacation in the saddle.

It was during the Prince's first visit to Canada in 1919 that he got the idea of buying a ranch in Western Canada. He was being entertained at the Bar U, the largest ranch in Alberta, comprising more than 71,000 acres, and was being shown over the property by W. L. Carlyle, then manager of the Bar U and now manager of the E. P. ranch. As they were standing on a hill overlooking the countryside the Prince said: "This is a wonderful country. I should like to have a place here myself."

"Why don't you?" asked Mr. Carlyle. "There's a nice place down there." He pointed off to the south, where a grove of trees and a winding mountain stream marked a ranch.

The Prince looked at him in surprize.

"But what should I do with a ranch out here?"

"Well," returned Mr. Carlyle, "you could do a lot to raise the standard of the live-stock industry in the Province, and it would be a nice place to come to when you wanted to get off by yourself and have a rest."

The Prince thought it over. Before he left the deal was closed. Since then he has paid the ranch two visits, in 1921 and 1924.

"The Prince's ranch," as it is popularly called, lies about seventy miles from Calgary on the middle fork of the Highwood River; and we read on:

It is reached by a gravel road running south for about forty miles through a picturesque country of ripening grain-fields. Turning off at length to the southwest, the road enters what seems from a distance to be the blue heart of the Rockies.

From the summit of the hill overlooking the ranch nothing is visible but an elliptical grove of heavy foliage, through which now and then may be caught the glint of sun on running water. Dipping down into the valley of the Highwood and turning to the left one follows for fifty or a hundred feet a smooth dirt road that opens suddenly on a vista of peaceful beauty. At the same instant the way seems barred against further advance, for straight ahead the clear waters of the Pekisko, a fork of the Highwood, forms a graceful waterfall.

Upon closer investigation it develops that the waterfall is quite shallow and that the pebbled bed of the river, a foot or so beneath the surface, has been covered with a smooth strip of concrete which provides a safe and novel ford.

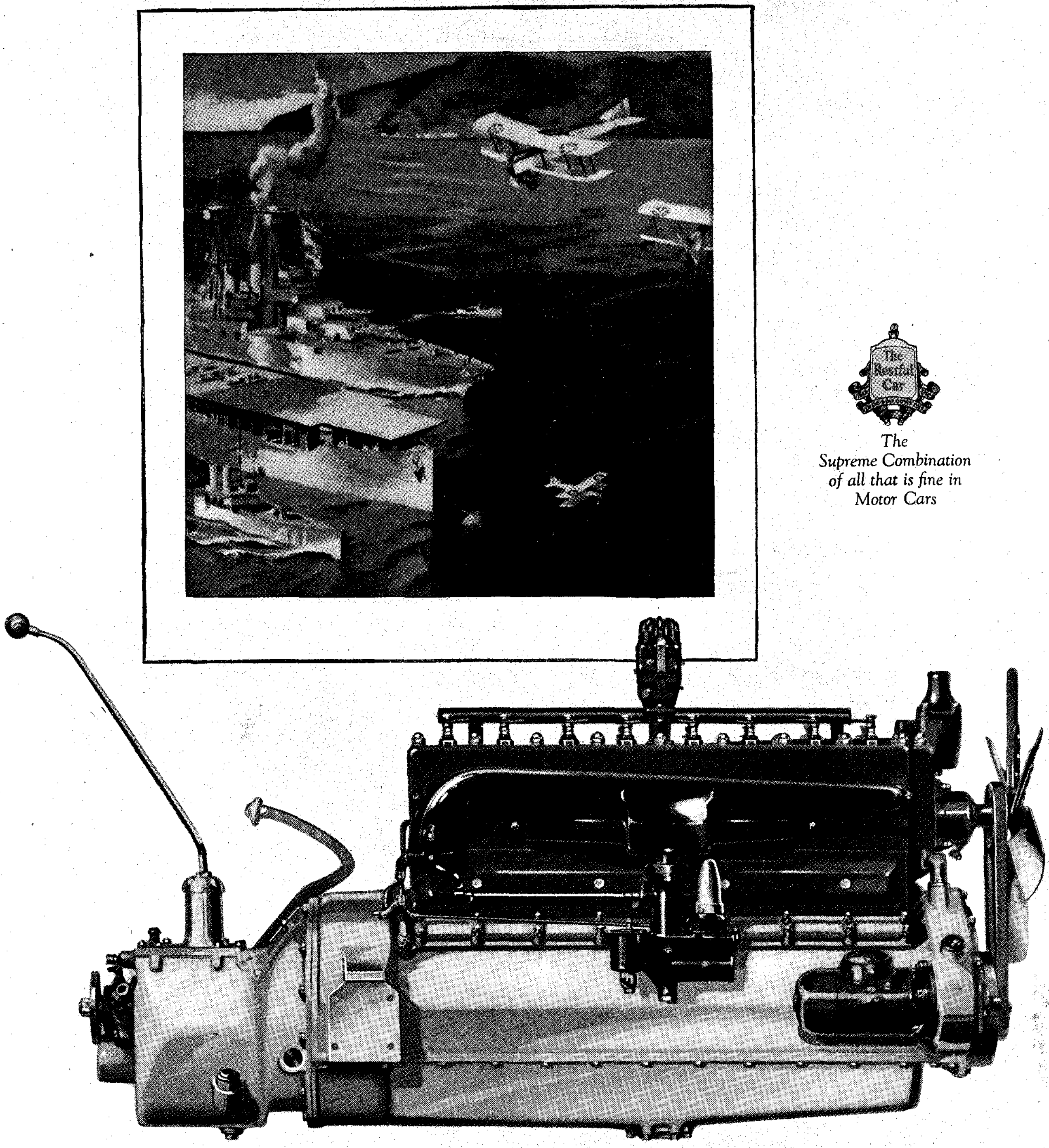
Once on the opposite bank a general view of the ranch-yard is obtained. To the left, through the tall trees of Russian poplar, willow and Balm of Gilead, can be seen the maroon and white farm buildings, nestling at the foot of a hill that looks like a huge green velvet mound.

There are no sounds about the place but the murmur of the stream as it winds through the grounds, the music of the wind in the poplars, the occasional cawing of a crow. It is easy to believe that here, at any rate, England's Prince finds peace and privacy.

The house in which he lives is set in a smooth sweep of lawn, brightened with borders of old-fashioned flowers—phlox, candytuft, forget-me-not, petunia and canterbury bells. There are neat graveled paths leading to its front and side entrances. It is very much like any other ranch-house in the district, and, approached from the rear, presents a decidedly domestic picture. A galvanized washtub and a wicker clothes-basket hang on a rough-plastered exterior of the log kitchen; a bulging, tip-tilted rain barrel stands under the eaves. In the back yard, close beside the kitchen door, turkeys, ducks and chickens peck contentedly.

The interior of the house is as unpretentious as the exterior. The dining-room is an ancient log building—the original homestead building of the old Beddingfield ranch of earlier times—and

(*Continued on page 41*)



The Restful Car

The Supreme Combination of all that is fine in Motor Cars

ENGINEERING — Packard engineering supremacy has been proven again and again—on the land, in the air, and on the water.

The great speed boat records are held by fleet craft powered with Packard engines. The Army and the Navy have come to Packard for those precision motors so vital to our national defense in dirigibles, bombers and fast fighting planes.

And on the highways of the world no standard car surpasses the Packard—in either smart design or top speed.

Packard's leadership in power plant engineering has been achieved through twenty-seven years of pioneer work—experience which today gives Packard cars a range of performance, a flexibility, an acceleration never before attained.

Packard owners have the satisfaction of knowing that their cars are not only beautiful, distinguished, comfortable and safe—but also are unsurpassed in that prime essential, *power.*

ASK THE MAN WHO OWNS ONE

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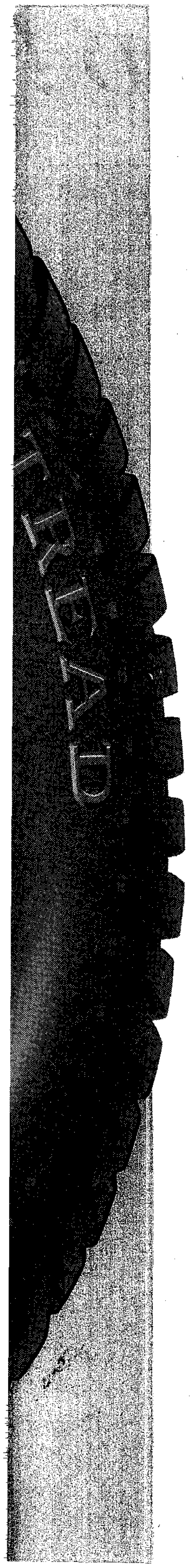


Methods—and More

IT TAKES more than methods to make a tire. ¶Today's Seiberling All-Tread is vulcanized by the Seiberling Water-bag Cure—the most effective method yet devised for securing perfect, UNIFORM vulcanization.

¶But, with Seiberling, method is not a substitute for MATERIAL. ¶When you buy a Seiberling Balloon Tire you buy MORE COTTON — MORE RUBBER — MORE MATERIAL. ¶In a word, you buy

MORE TIRE

25%
stronger cotton

To every cord has been given added strength—to every inch of fabric has been added MORE CORDS, more stout cotton, so that the STRENGTH of the carcass is INCREASED BY 25% OR MORE.

20%
more rubber

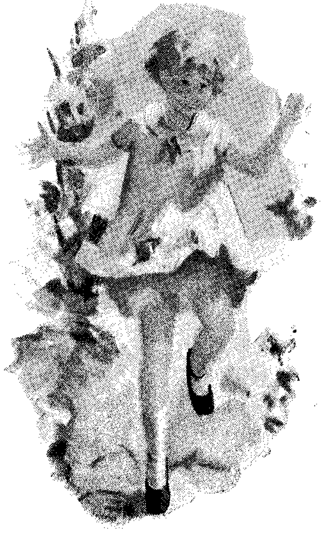
The tread of every Seiberling has been widened—not by mere change of lines—but by the ADDITION OF 20% MORE RUBBER TO THE WEARING SURFACE OF THE TIRE.

AND THE QUALITY OF THE SEIBERLING ALL-TREAD IS TRULY REFLECTED IN THE BEAUTY OF ITS DESIGN AND THE RICHNESS OF ITS FINISH

THE SEIBERLING RUBBER COMPANY, AKRON, OHIO
IN CANADA: SEIBERLING RUBBER COMPANY OF CANADA, LIMITED, TORONTO

SEIBERLING ALL-TREADS

The song that STOPPED!



A CHILD of five skipped down the garden path and laughed because the sky was blue. "Jane," called her mother from the kitchen window, "come here and help me bake your birthday cake." Little feet sped. "Don't fall," her mother warned.

Jane stood in the kitchen door and wrinkled her nose in joy. Her gingham dress was luminous against the sun. What a child! Dr. and Mrs. Wentworth cherished Jane.

"Go down cellar and get mother some preserves . . . the kind you like."

"The preserves are in the cellar," she chanted, making a progress twice around the kitchen. "Heigh-ho a-derry-o, the preserves are . . ." her voice grew fainter as she danced off. ". . . in the . . ."

The thread of song snapped. A soft thud-thud. Fear fluttered Mrs. Wentworth's heart. She rushed to the cellar door.

"Mother!" . . . a child screaming in pain. Mrs. Wentworth saw a little morsel of girlhood lying in a heap of gingham and yellow hair at the bottom of the dark stairs.

The sky is still blue. But there will be no birthday party tomorrow. An ambulance clanged up to Dr. Wentworth's house today. Jane's leg is broken.

* * *

If a flashlight had been hanging on a hook at the head of the cellar stairs, this little tragedy would have been averted. If Jane had been taught to use a flashlight as carefully as her father, Dr. Wentworth, had taught her to use a tooth-brush, a life need not have been endangered.

An Eveready Flashlight is always a convenience and often a life-saver. Keep one about the house, in the car; and take one with you wherever you go. Keep it supplied with fresh Eveready Batteries — the longest-lasting flashlight batteries made. Eveready Flashlights, $1.00 up.

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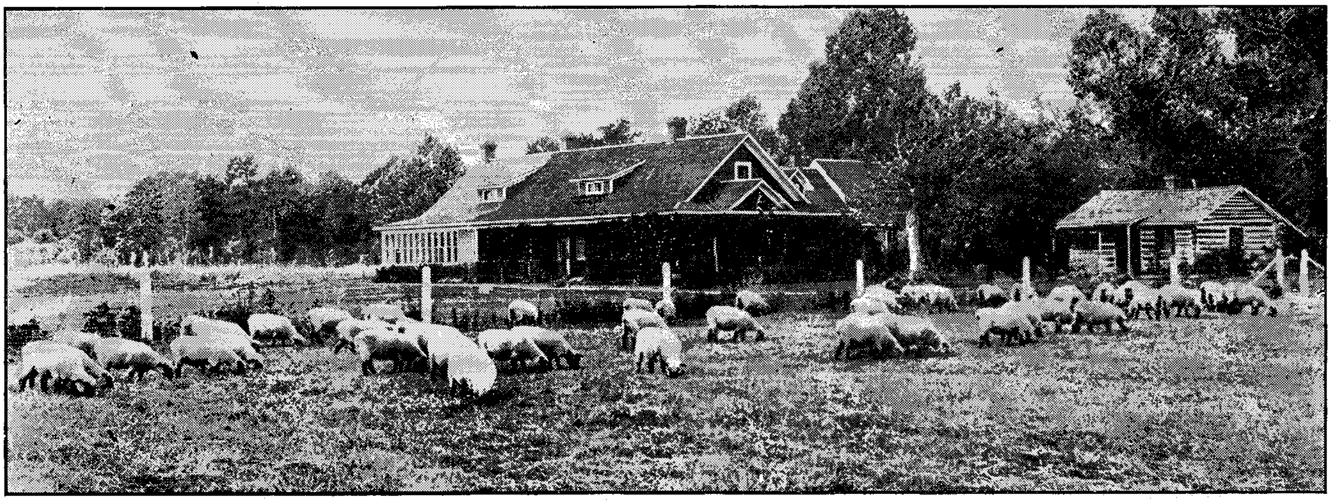
EVEREADY
FLASHLIGHTS & BATTERIES

A THOUSAND THINGS MAY HAPPEN IN THE DARK



P. & A. photograph

WHERE HIS ROYAL HIGHNESS LEADS THE SIMPLE LIFE AND BREEDS PEDIGREE STOCK

Every animal on the E. P. Ranch has a family tree, and the sheep in the foreground are of the best woolly lineage of England. Canadians credit the Prince with having done much to advance the breeding of superior live stock in Canada.

(*Continued from page 36*)

there is nothing within the compass of its cream-painted walls to indicate that royalty dines there. Odd pieces of furniture, a small china cabinet, a roll-top desk, a buffet, a square dining table, six light oak chairs, compose its furnishings. The only things in the way of wall adornment are a calendar from a local live-stock firm and a "motto" bearing the text: "As for me and my house, we will serve the Lord.—Joshua, 24, 15."

From the dining-room a door leads into the Prince's private sitting-room. It has a white ceiling and buff-colored walls, sparsely hung with pictures and prints. The low wicker and oak chairs give an immediate impression of simple comfort, which is borne out by the generous brick fireplace, the phonograph, the big davenport, covered with a fine buffalo-skin, the bookcases, the tables strewn with papers and magazines.

Above the fireplace hangs a picture of King George and on the opposite wall is a painting of Edward himself in hunting costume, on Forest Witch, one of his favorite mounts. Two colored prints showing views of Windsor Castle, a picture of Old Fort Garry, Winnipeg, and an oil-painting of a white pack-pony, brightly caparisoned with Indian saddle-blanket and other equipment—these complete the adornment of the walls.

A door in the west wall of the sitting-room opens into the Prince's bedroom, which is just large enough to accommodate a double brass bed, a walnut writing-desk, a mahogany dresser, a chest of drawers and a small bedside table. The walls are papered in pale blue and white. White scrim curtains with striped side draperies hang at the one small window. A small iron stove provides extra warmth on chilly days.

Another bedroom, opening off the opposite side of the sitting-room and furnished similarly to the Prince's, will be occupied by Prince George, who is now his elder brother's guest in Canada. Three additional bedrooms furnish accommodations for the Prince's equerries and others who may happen to be stopping there overnight.

Since the owner's last visit, we learn, a commodious lounge has been added to the northwest corner of the house. Concerning which:

This has hardwood floors and a ceiling beamed in dark oak. It is lighted by seven large windows and double French doors which open into a sun porch running the entire length of the west side of the house. The walls, papered with buff grained paper, are adorned with sporting and various outdoor pictures. The floor is covered with three Oriental rugs and the room is furnished throughout in mission oak. On the south side of the room is a huge fireplace made of stone taken from the ranch and having the initials "E. P." worked into the masonry above the fire-box. The most original and interesting note in the furnishing is discovered in two floor lamps. The bases of these lamps are made from two 250-pound German shells. A maple leaf design, in color, is worked into the stems.

As soon as the Prince arrives at his ranch he drops the rôle of heir to the British throne, dons the khaki shirt and knickers of the farm worker and enters into the life of the place with zest. His coworkers say that he is always good-natured and pleasant.

Upon waking in the morning he usually takes a turn about the lawn in pajamas and slippers. Then comes his bath, followed by breakfast. Before going to bed at night he asks, "Well, what time is breakfast?" Upon being told he requests that he be called in time to have breakfast with the rest of the household. Then he turns in for a sound night's sleep.

From morning until night he is busy stacking hay, pitching sheaves, running a binder, or doing whatever is required.

The nearest ranch to the Prince's is the Bar U, owned by the George Lane Company. Seven miles to the south lies the 7U ranch, owned by Joe Brown, known to every one in the district as "7U Brown." He often visits the Prince's place. In Eden Valley, eight miles to the west, is the ranch belonging to Frazier Hunt of New York, and fifteen miles away, in the same direction, is the T & S ranch, owned by Guy Weadick. Another of the Prince's neighbors is the Earl of Minto, whose ranch lies twenty-three miles southeast of the E. P.

The Beddingfield place, as the Prince's ranch used to be called, was noted in the early days for its hospitality, and it has lost nothing of its reputation in this respect through change of ownership. One corner of the ranch-yard is fitted up as a picnic-ground, with a long table and seats made of trimmed logs. Here, from early spring until late autumn, villagers, farmers and tourists come with baskets to enjoy a day in one of the most beautiful spots in the province.

Ranch neighbors and townspeople, whose company the Prince enjoys, are frequent guests at tea, which is served informally on the vine-screened veranda on the east side of the house. But for social "climbers" he has no use and gives short shrift to those who endeavor to force themselves, uninvited, upon his attention.

"E. P." is in no sense of the word a "dude" ranch. It is a self-supporting business proposition. All the foundation stock has been imported from the royal farms in England, and there are at present on the place 125 Shorthorns, 140 Hampshire and Wiltshire sheep; 35 Dartmoor ponies, 12 Percherons and 15 Clydesdales. The distribution of stock from the Prince's ranch for breeding purposes has done much in the way of raising the standard of live stock in the Province and has given a distinct impetus to this industry in Western Canada.

This year for the first time, it is pointed out, the Prince is to have the pleasure of displaying his Canadian retreat to his younger brother, Prince George. A *World* correspondent remarks:

Wild ducks make their home in the sloughs and prairie chicken in the rolling hills, and there are coyotes to be hunted on horseback. If Prince George wants big game his brother may take him in a few hours to the lairs of mountain bears in the Rocky Mountains.

An amusing speech by the Prince is reported in an Associated dispatch from Edmonton, Alberta. As we read:

The Prince of Wales and his brother, Prince George, to-day returned to Edmonton on their way to the "E. P." ranch at Pekiske, from Calgary, where they had gone yesterday to greet Premier Baldwin.

Both Princes wore double-breasted gray lounge suits and the straw hats, photographs of which have made fashionable London

IOWA—

Between the tranquil middle reaches of the blue Mississippi and the champagne-colored flood of the Missouri stretches a flowing prairieland that breaks frequently into high rolling hills crowned with groves of fruit and nut trees and drained by swift streams. Sparkling lakes dot its northern boundaries. In summer the air is scented with honey-locust and the fragrance of wild flowers. In winter the bright landscapes have the charm of rare old colored prints. Tilted warmly to the south, the extraordinarily deep, fertile, porous soil makes it one of the most wonderful agricultural regions in the world.

This is golden Iowa. An unequaled wealth-producing area where an almost perfect balance is maintained between industry and agriculture. A great region *where virtually the entire land surface is rich tillable soil.*

Population: With a population of 2,500,000, there is only one city of over 100,000 inhabitants. There are 18 with over 10,000! Population is distributed with great evenness. The city here reaches its highest point of development—a compact industrial unit supported by the wealth of a rich soil. Typical are Des Moines, Dubuque, Cedar Rapids, Sioux City, Davenport, Council Bluffs, Ottumwa, Mason City, Boone, Clinton.

Agriculture: The total annual value of farm crops is close to $1,000,000,000! Iowa leads the Nation in the production of corn. More than doubles the hog production of any other state. Stands second in the number of beef cattle. Third in dairy cattle. First in value of poultry and eggs. Of Iowa's 210,000 farms, more than 123,000 are operated directly by owners or managers; their average full value is estimated at more than $35,000!

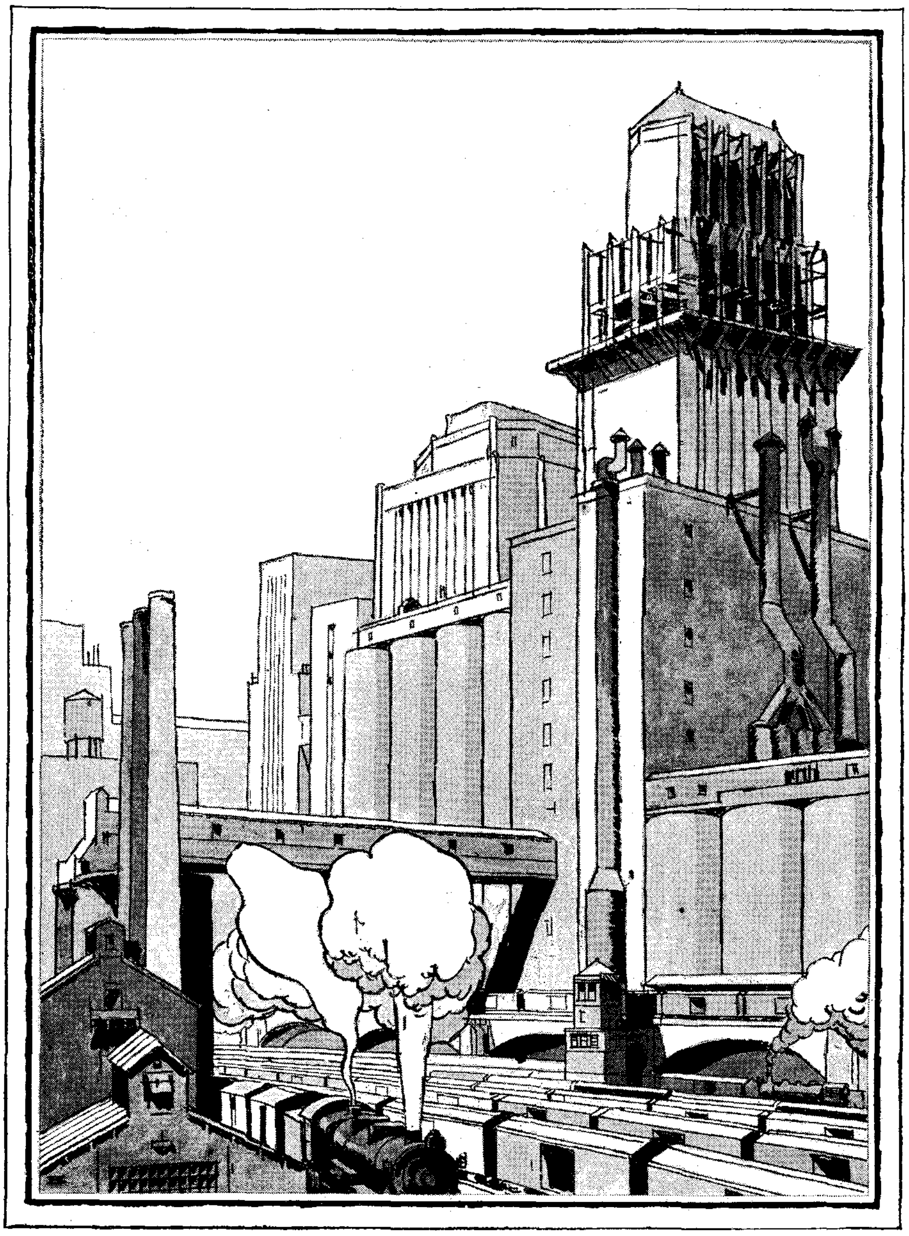
Industrial: Industrial development has gained with significant suddenness in the last ten years. This has taken the form of a great variety of manufactories, employing local materials. According to the 1920 census, Iowa's factory output was already $745,000,000 annually; *it has increased considerably since then.*

Power: Great hydroelectric resources are available in the tremendous flow of the rivers that bound Iowa. Keokuk Dam, the largest river water-power project in America, is typical of what may be done. In addition, coal fields extend through 23 counties, already producing 9,000,000 tons annually.

Transportation: No other state is so well served by railways. It is claimed there is a railroad within ten miles of every farm in the state. Three trunk lines of The Milwaukee Road serve Iowa, giving it outlets north, east, south and west.

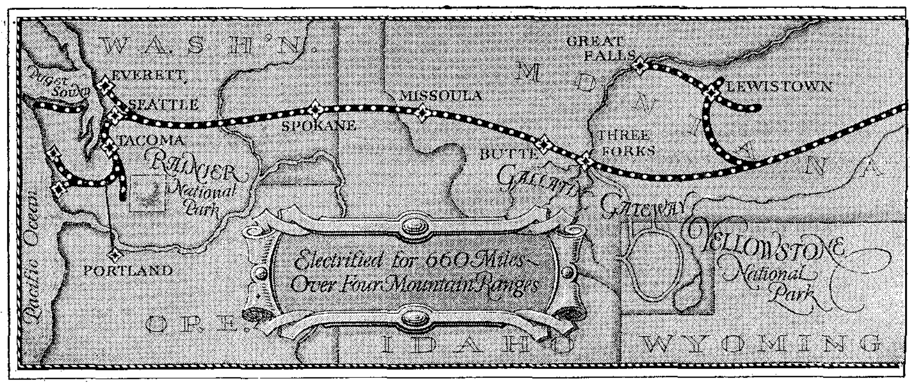
The height of civilization

Located in the strategic center of a prosperous and peaceful nation, Iowa has attained close to the ideal of civilization as a commonwealth. With industry and agriculture about balanced, its population evenly distributed, and small, live metropolises as regional centers, it is in addition distinguished for the number and excellence of its educational institutions, its high standards of living, and the health, stamina and beauty of its rising generation.



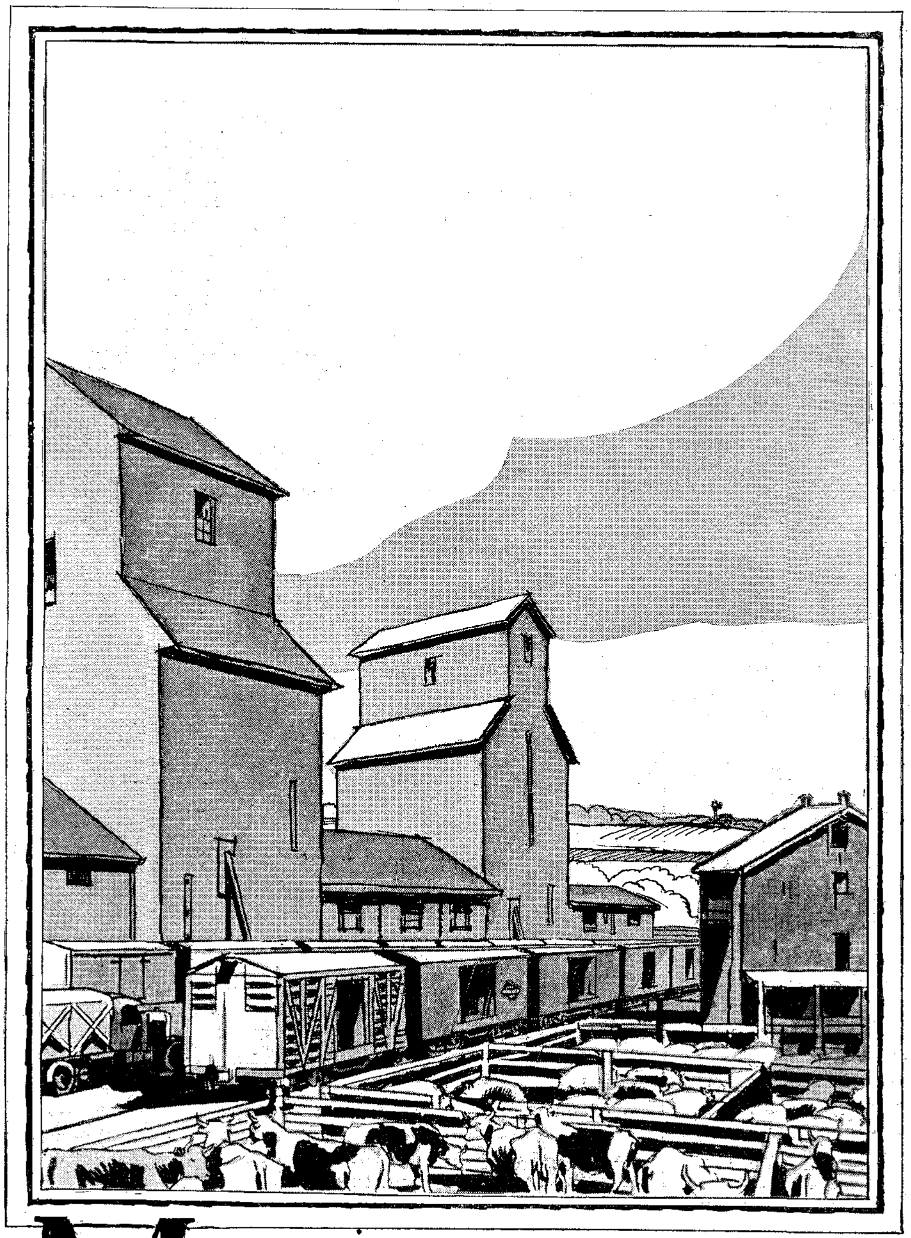
SHORTEST AND MOST MODERN
ROUTE TO THE
PACIFIC AND THE ORIENT

The



The recognized route between Chicago, Milwaukee and Twin Cities,

the Golden Corn State



A farmers' railroad

To co-operation between farmer and railroad must go credit for the marvelous development of Iowa. Neither could exist long without the assistance of the other. Most typical symbol of Iowa's growth is the small country grain elevator standing high beside the tracks at a wayside station. The overwhelming bulk of this region's produce flows to market over the rails; and the tools of production and the necessities and luxuries of life come flowing back.

The Chicago, Milwaukee & St. Paul Railway serves Iowa with three trunk lines and a network of branch lines. It extends the same character of service over all the northwestern block of the United States from the middle reaches of the Mississippi to the Pacific.

The Milwaukee Road is 11,000 miles long, employing 60,000 men. It reaches from Chicago to Kansas City, Omaha, Des Moines, Sioux City; to Milwaukee and the upper Michigan Peninsula; to Minneapolis and St. Paul and Duluth; westward to the Black Hills; and to Butte, Spokane, Seattle, Tacoma, Olympic Peninsula and the Pacific.

To the Coast

A master stroke of railroad engineering was achieved with the extension of the line to the Coast in 1911. For 660 miles over four great mountain ranges—Belt, Bitter Root, Rocky, Cascade, to shipside—*it is electrified.* The hydro-electric power is generated chiefly in Montana. The latest development in this most modern railroad is the *adoption of roller bearings on passenger cars.*

The Milwaukee Road is the short line to the Coast. Scenery of extraordinary grandeur alternates with the beauty of richly cultivated plains and valleys. The world-famous *Olympian* and the *Columbian* will take you in restful luxury.

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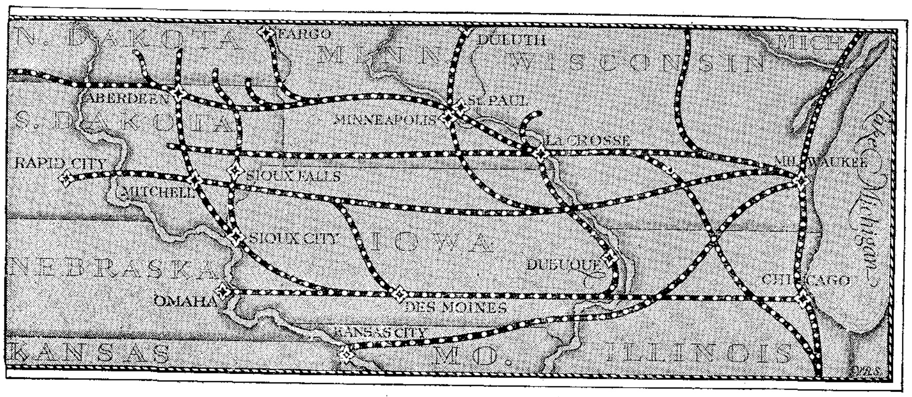
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY
ELECTRIFIED



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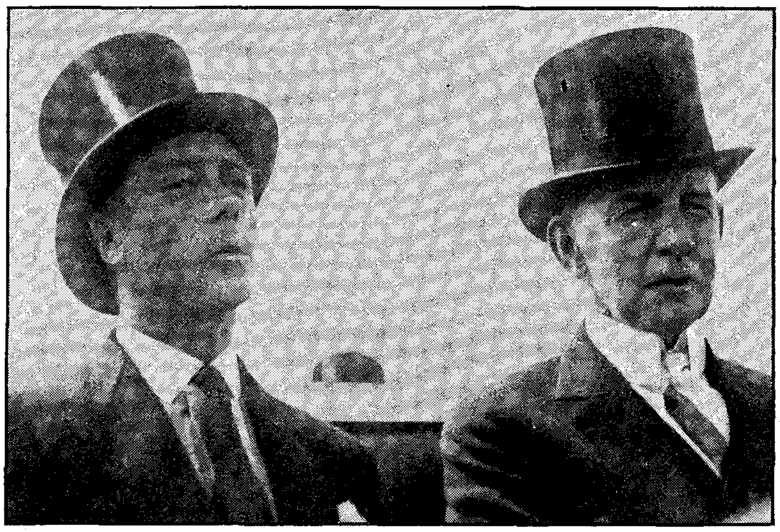


International Newsreel photograph

THE PRINCE AND THE VICE-PRESIDENT

An international portrait study is suggested by this snap-shot, which was made while Mr. Dawes and the future King were being driven across the new Peace Bridge, after its formal opening.

wonder whether the straw hat will find its way into Great Britain by way of the Prince.

The Prince has discovered the difference between a "ranch" and a "rawnch," he confessed to a huge crowd gathered at Calgary to welcome Premier Baldwin of Great Britain last night.

"It is a delight for me to come down from my 'rawnch,'" said the Prince, "but perhaps I should say ranch," he added.

The crowd roared, and a voice came from the grandstand, "Oh, you're learning Canadian fast!"

"I am told," Wales went on, "that there is a difference between a rawnch and a ranch. A ranch pays, and a rawnch doesn't, but I am not going to give away which my place is."

That Canadians have found the Prince on this visit "more of the figure of a potential King than ever before" is the burden of a special dispatch from Toronto to the New York *World*. The correspondent reminds us:

It is eight years since he first visited Canada. On that occasion he left the impression of a shy, enthusiastic boy, a Prince Charming, gallant and romantic with a hint of deviltry, beloved by every woman and most men but with a sense of irresponsibility.

Then came a second visit, when disappointment was exprest in some quarters that the sense of irresponsibility had not vanished. All the news of him from England, following his return, seemed to deal chiefly with discovery of new night clubs, point to point races, and adventures in Paris.

The Prince in Canada in 1927 is a different man. Gone is all his shyness. Gone, alas, is also much of his enthusiasm. His smile is rarely observed. His acknowledgment of cheers and demonstrations is no longer spontaneous and whole-hearted. In some of his public appearances he appeared almost blasé.

But there is a heavy entry on the other side of the ledger. For the Prince has obviously gained a great deal in seriousness and a sense of responsibility. In a speech at Ottawa he referred in reverent tones to the time when he might ascend the throne, an incident commented upon in England and in Canada as the first reference of this kind from his lips.

One observer puts it this way: "The Prince of Wales has lost uncertainty, that air of being under tutors, that bearing of being not sure of himself or being the plaything of ceremonial fate. He has passed his apprentice days. He has grown to know his tools. He has become a full-fledged journeyman royal heir."

The Prince is as fond of squash rackets, of golf and of dancing as formerly. The change here is that whereas he formerly fox-trotted he now Charlestons. Canadians were not prepared for this and had been allowing the Charleston to wane. The girls who could Charleston well were the Prince's favorite partners, and if to that accomplishment they could add vivacity and intelligence they were in royal favor, if opportunity offered, for several dances. Some of his partners were former acquaintances, but across Canada is a new group of prideful girls "who danced with the Prince."

Frederick Griffin, who has accompanied the Prince in all his American tours, writing in the Toronto *Star*, says:

"I have a feeling that he has slowed up somewhat on his athletic side. No doubt he is as keen as ever on getting in his daily dosage of exercise and he has seized every opportunity on the trip so far to get a game of rackets or a round of golf, but the impression persists that he does not pursue a ball of some kind with quite the enthusiasm of more youthful years.

"At thirty-three, an age when pitchers are veterans, boxers are old men and even tennis players are beginning to be antiques, he has evidently not the resiliency of old.

"He is undoubtedly older than he was. His face is set. Superficially there is little change in the slim figure and the lean face. But there is a droop, a hint of weariness about the shoulders, and the face that was formerly lean is now thin. The Prince is really very thin. His eyes are at times heavily tired. Vertical lines furrow deeply the space between the eyes; other lines cut his cheeks quite noticeably at times."

In a crisp pen picture Charles Vining, in the Toronto *Star*, pictures the Prince as terrifically restless. He never keeps still for more than a minute. He fidgets and whispers and taps the floor with his feet and looks around him, whether in church, at a state dinner, at a reception, at a garden party or waiting at a golf tee. He fiddles with anything he can get his hands on. It is the restlessness and impatience of remarkable energy drawn to a fine edge by an intense nervous system and by a habit of doing with a minimum of sleep. When he pulls at his tie or taps his foot during an address of welcome he is not relieving his shyness, for if ever there was a person who is free from embarrassment in embarrassing situations it is this young man.

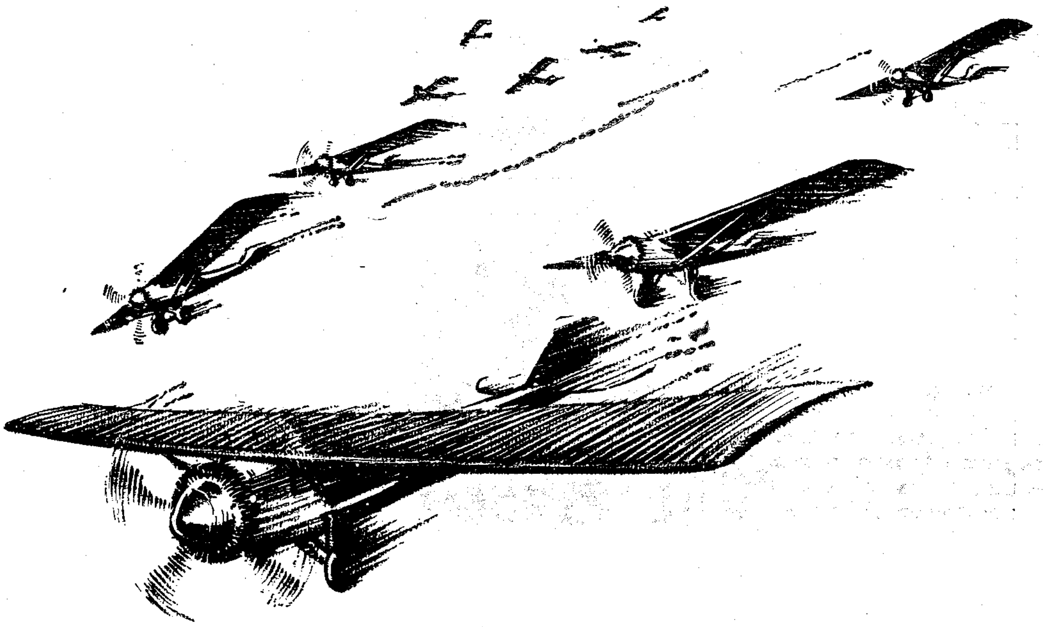
The relations between the Prince of Wales and Prince George are delightfully fraternal. George is just the age that Edward was eight years ago on his first visit to Canada. And the Prince of Wales is evidently taking pleasure in showing his younger brother the sights.

Prince George is handsome and tall and straight. He is as shy and unaffected as the Prince of Wales was eight years ago.

Keystone View Company photograph

ALBERTA'S NEW ROYAL GUEST AT PLAY

Prince George, who now sees his brother's ranch for the first time, keeps himself in the background on public occasions, but on the links he swings a wicked driver.



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with the exclusive high-compression, anti-knock motor that turns waste heat to power

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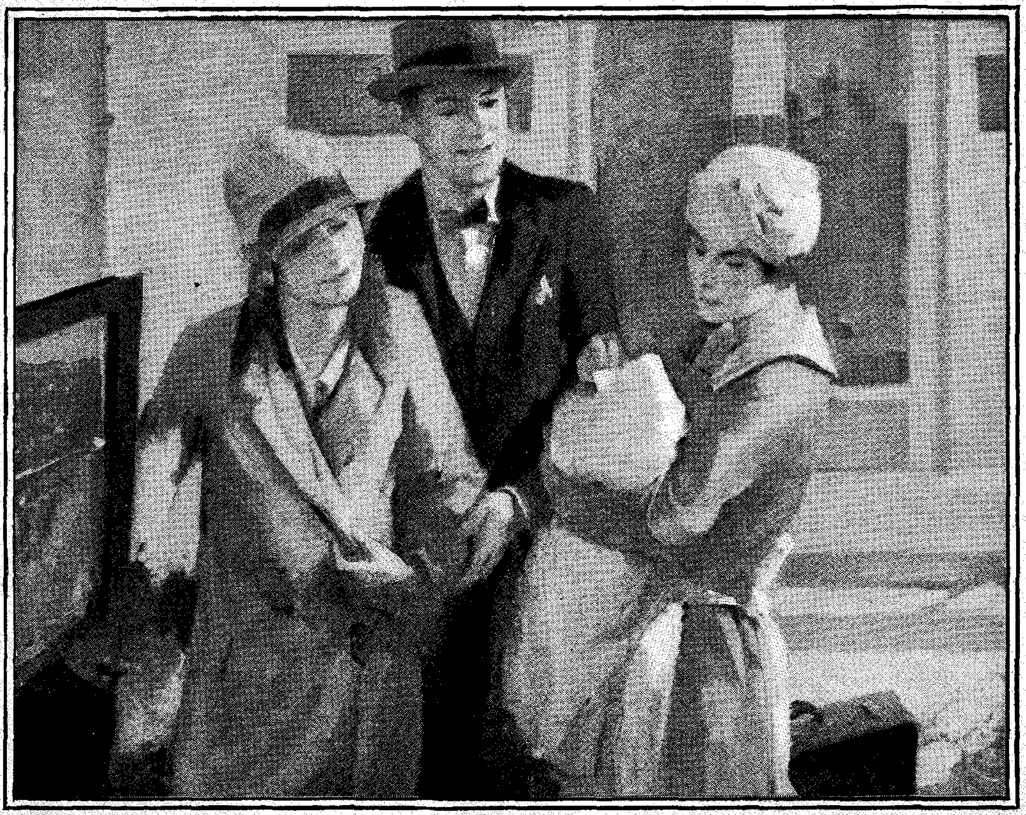
ESSEX *Super-Six*



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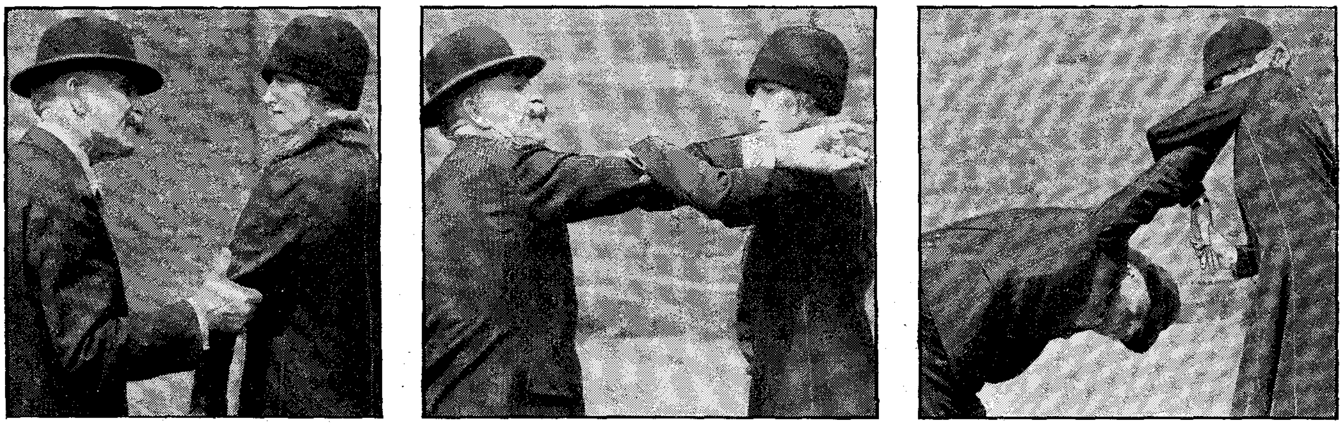


Photographs by courtesy of the Philadelphia *Public Ledger*

VILLAINY VANQUISHED, JU-JUTSU VICTORIOUS: A MELODRAMA IN THREE ACTS

The pictures tell the story so clearly that words seem needless. However, an outline of the plot will be found in the accompanying article. If this is the way Captain O'Brien's pupils treat him, no wonder one of his arms is partially atrophied!

TRAINING THE HELPLESS FLAPPER TO FIGHT HER OWN BATTLES

PRESIDENT ROOSEVELT WAS LOOKING over some ju-jutsu pictures presented to him by Capt. J. J. O'Brien, the man who introduced that Japanese art of self-defense to America. The President halted at one of the pictures and regarded it at length. Looking over his shoulder, Captain O'Brien saw that it was a picture of a woman straight-arming a man with her stiffened fingers jabbing his eyes. A little worried lest this maneuver should make an unfavorable impression, the Captain stammered:

"Mr. President, a dangerous situation requires a desperate defense. That was invented to give a woman protection against a thug who suddenly attacked her."

Colonel Roosevelt's response, according to a writer in the Philadelphia *Public Ledger*, was reassuring.

"I think, Captain," he is reported to have said, "that this is the best thing in your repertory."

To-day, with the greater freedom claimed by girls in their teens, and with new and menacing conditions introduced by the automobile and other modern factors, it is considered more important than ever that young women should be trained to defend themselves in an emergency. For this purpose Captain O'Brien has worked out a system of what he calls "modified" ju-jutsu, consisting of "a few simple holds and tricks by which the frailest girl can bring an assailant to the ground and make him beg for mercy." There is no need for a woman to be defenseless, says Captain O'Brien, "when the practise of several easy methods will give her ample protection against any thug, strangler or flirt who seems to have the advantage of her. Girls don't have to suffer mauling or the unwelcome arm of a sheik when the knowledge of modified ju-jutsu will give them complete command of the situation."

The *Ledger* writer tells us that Captain O'Brien is "a graduate of the old navy of wooden ships," and that he served as police inspector in Nagasaki for some years before returning home and teaching President Roosevelt ju-jutsu. Moreover:

Captain O'Brien numbers among his pupils some of the most prominent people in the country, among them Secretary of War Dwight Davis, former Assistant Secretary of War Benedict Crowell, and Dr. John B. Deaver, the famous surgeon. He has taught instructors of the police force of various cities, and also members of the Pennsylvania State Police. He has also taught many women of social prominence his system of defense.

During the war he demonstrated that part of his method which would be effective against the enemy, to hundreds of instructors, and the treatment to which he has been subjected by the vigorous application of his technique by his students has resulted in the partial atrophy of his left arm.

"The system is based upon knowledge of mechanical principles which function in the human body, and upon rules of leverage," said Captain O'Brien. "One time R. Tait McKenzie, sculptor and supervisor of physical instruction at the University of Pennsylvania, tried these principles out on bodies in the dissection room at the University, and proved that full application of the force which can be exerted in defense will break bones and tear apart the muscles.

"The reason this method is so successful is that it catches the assailant unawares. A man who gets set for it could avoid close contact with his victim, but when he gets near enough, there is no defense.

"Take a very common occurrence where a man attempts to flirt with a girl, walks up alongside her and, starting a conversation, takes hold of her arm. She slides her arm under his as if about to draw him nearer to her. The sheik wouldn't object to that. He probably would be delighted to think he had made such a hit that the girl was ready to embrace him.

"As her arm goes under his, she brings it on top of his arm above his elbow and puts on a little pressure. His arm straightens out and he is at her mercy. As she puts on more force she moves as if to straighten her arm, but what she is doing is to bend his arm in the direction opposite to the natural swing at the elbow.

"He can not extricate himself. His arm is caught in a vise from which he can not withdraw, and if he attempts to reach her with his other arm, he is prevented from turning to face her by the fact that her position bars him from swinging his free arm toward her.

"She can punish him more severely by gripping the hand on his arm with her free hand and pulling down on it. This will force the sheik toward the pavement, and she can give him a jerk, sending him head over heels, and go calmly on her way. A quick pull will break his elbow.

"This is a long explanation, but practise it with a friend and see how quickly and simply it can be done with hardly any effort.

"The girls would probably like to know what to do when a man attacks them without much warning, as has been happening in the cases constantly reported in the newspapers.

"Suppose a thug approaches a girl, bars her way and attempts to persuade her to accompany him. The girl draws back in some terror. He steps forward to grasp her with his arms. If she will shoot her arm out quickly with two fingers stiffened and aim at his eyeballs, it will be some time before this sheik tries to annoy a woman again.

"If the flirt has succeeded in grabbing her around the waist, the best trick to use is to lift the palm of the hand against the end of the nose and apply it with some force. Shove up and back. The man's head will shoot back with such vim that he will release the girl, and she will be free to go on her way."

Next we are asked to suppose that the bully has caught the young woman by the throat and is making it impossible for her to shout for help. What one does instinctively, says the Captain, is to reach up and try to pull the clutching hands away from the throat; but—

"You can't get free in that way. It is almost impossible to make an attacker give up a grip on the throat by dragging at his hands. The way to make a defense against a strangler is to lift a hand to one of the hands around your throat, bend just one of his fingers back in a firm grip and force this one finger toward the attacker. Act as if you were trying to break the finger.

"Small as that finger is, turning it backward toward the outside of the hand will cause him so much suffering that his whole body will react backward in the direction his finger is being pushed, and the hold of the other hand on the girl's throat will be relaxed.

"The girl now passes from the defense to the attack. Her assailant has been completely disconcerted by the counter-attack and is so completely absorbed by his suffering that if she moves quickly there is no difficulty in the next step.

"She brings her other arm under, around and on top of his, using force and still pushing his single finger backward. This position keeps the thug sideways to her, making it impossible for him to bring his other arm into play to fight her off, and she can either keep him under control and push down the street to where she can obtain help, or with a sudden application of force throw the man over on his back and run away.

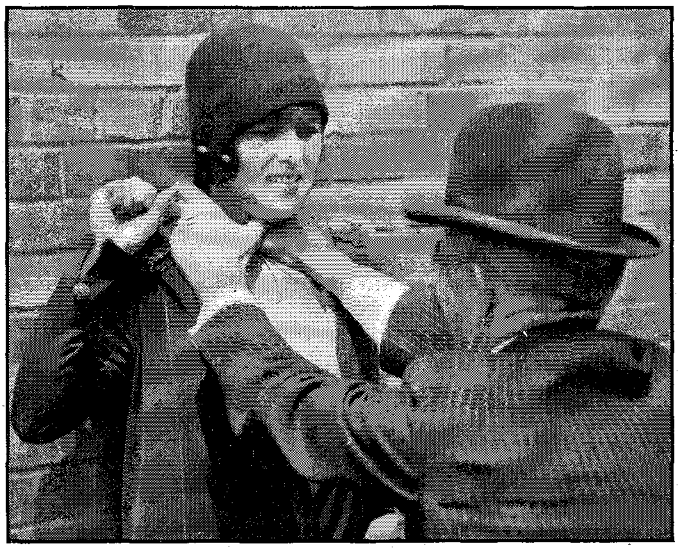
"If a man grabs a girl from behind and puts his arms around her, she can use an old wrestling trick. Just swing the body sideways a little so that the nearest foot to the thug can be slipt behind him, place this foot between his feet and then straighten a little and he will lose his balance and be thrown backward. If executed quickly, this will knock a man off his feet."

These holds all deal with the methods of defense if a woman is caught in the street. But in many of the cases reported to the police a man is able to penetrate into the house and catch a woman all alone, with no means of protecting herself at hand, or trapt in a room where she can not summon help.

Captain O'Brien was asked to describe a few tricks which would help a housewife fight off a man already in the house.

"A man who has made his way into the house on a pretext," he said, "usually begins by pretending to be courteous and gentle. If a woman is afraid of her visitor and begins to suspect he will not leave the house until he achieves his real errand, she can begin throwing him out by taking his hand. A man will ordinarily not object to a woman taking his hand. All she wants is two fingers. Closing firmly on them, lift his arm up and bend his fingers back and he must go in the direction she wants him to move.

"It is important not to face the man, but to swing sideways. Here again it is impossible for him to grab her with his free hand, and the backward pressure on his fingers will readily make him behave. She can thus back him out through an open door or hold him helpless while she summons aid."



BREAKING A THROAT GRIP

Just get hold of one finger, and the rest is easy—bend it backward toward its owner, and he will release you in a hurry.

How to beat Hubby at his own game!

Athletes who have studied Captain O'Brien's system agree that these maneuvers, if intelligently rehearsed, actually equip a slender girl to repel a sinister assailant with heavy loss. The important thing is for the victim to keep her head, remember the motions she has learned, and not allow fear of failure to upset her. The Captain continues:

"If she can get his hand between both of hers, she can twist him in another way. This grip is accomplished by holding the man's hand with your two thumbs prest against the back of his hand and twisting his arm. If full pressure is applied, his body will swing sideways and unbalance him, and he can easily be thrown, if that is desirable.

"Of course, these hand-and-finger holds can also be used outside on the street, if the situation that occurs makes them the most desirable.

"Twisting a man's head is another hold that can be used if the man happens to be fighting to remain inside by bracing himself against the doorway. A direct attempt to push him out is sure to fail, because his strength is supported by the walls against which he has braced himself. He must be taken away from this position. That can be done by placing one hand on his chin and the other on the side of the head and turning his head. A strong pull will jerk him away from the door, and as he is off balance, a slight push will throw him through the doorway.

"A cool head and the ability to think fast in an emergency are, of course, essential. A girl must keep her wits about her and be prepared to act quickly. A few rehearsals of these simple tricks will give her confidence."

A BOY WHO GOT THE KING'S MEDAL FOR FIGHTING A SHARK

BEATING AT THE MONSTER with his bare hands, and kicking at it vigorously, Stanley Gibbs managed to fend it off while he made his way to shore with its mangled victim—the youngster to whose rescue Stanley had plunged into the foaming and blood-stained water. For this gallant feat, which made him a hero to his countrymen, Gibbs, an eighteen-year-old postal clerk, was presented with the Albert Medal, by the Duke of York, in the midst of a great public demonstration, during the recent royal visit to Australia in connection with the opening of the new federal capital at Canberra. As the story is unfolded in the St. Louis *Post-Dispatch:*

The younger boy, Mervyn Allum, fifteen years old, died in an ambulance on the way to a hospital. But young Gibbs's failure to save the boy's life detracted nothing from the measure of his heroism. The general sentiment indicates that if there had been a higher award to give, the youthful postal clerk would have received it.

Gibbs and Allum and several other boys were engaged upon a week-end holiday party at Gray's Point, Port Hacking, a beach resort on the coast not far from Sydney. It happened early this year. Gibbs and several of his companions left that morning for a short trip in a motor-launch, but while casting off they lost the anchor. They let it go, intending to conduct a search for it when they had returned. When they got back, shortly after noon, they found Mervyn Allum and two other boys splashing about in the shallow water, about twenty yards from the shore. They were searching for the lost anchor, diving here and there and exploring the bottom with their feet. The thought of a shark lurking in that shallow water had not entered their minds, altho it was known that the season had been a bad one for sharks, and numbers of them had been seen near shore as a result of the northward movement of the food supply of the deeper water. Those seen had shown every indication of hunger.

Just as the launch drew up, it occurred to somebody that splashing around in the water might be hazardous, and he shouted a warning to the swimmers. The boys dismissed his warning and went on with the search. The launch pulled up about fifty yards from the wharf and some of its occupants paddled ashore in a skiff.

Then, suddenly, a cry was heard. The party on shore heard a churning of water and saw a confusion of foam near the spot where Allum had been wading a moment before. They guessed the worst and ran, horrified, to the water's edge.

Gibbs had remained in the launch, and from this vantage-point could see more clearly what had happened. Allum, screaming with pain, was being drawn under by the shark. The water about him already was stained with blood. Gibbs, who was a slender youth, but a strong swimmer, dived into the sea and struck out for the spot. He reached the boy and grasped his hand just as the victim's head disappeared beneath the water.

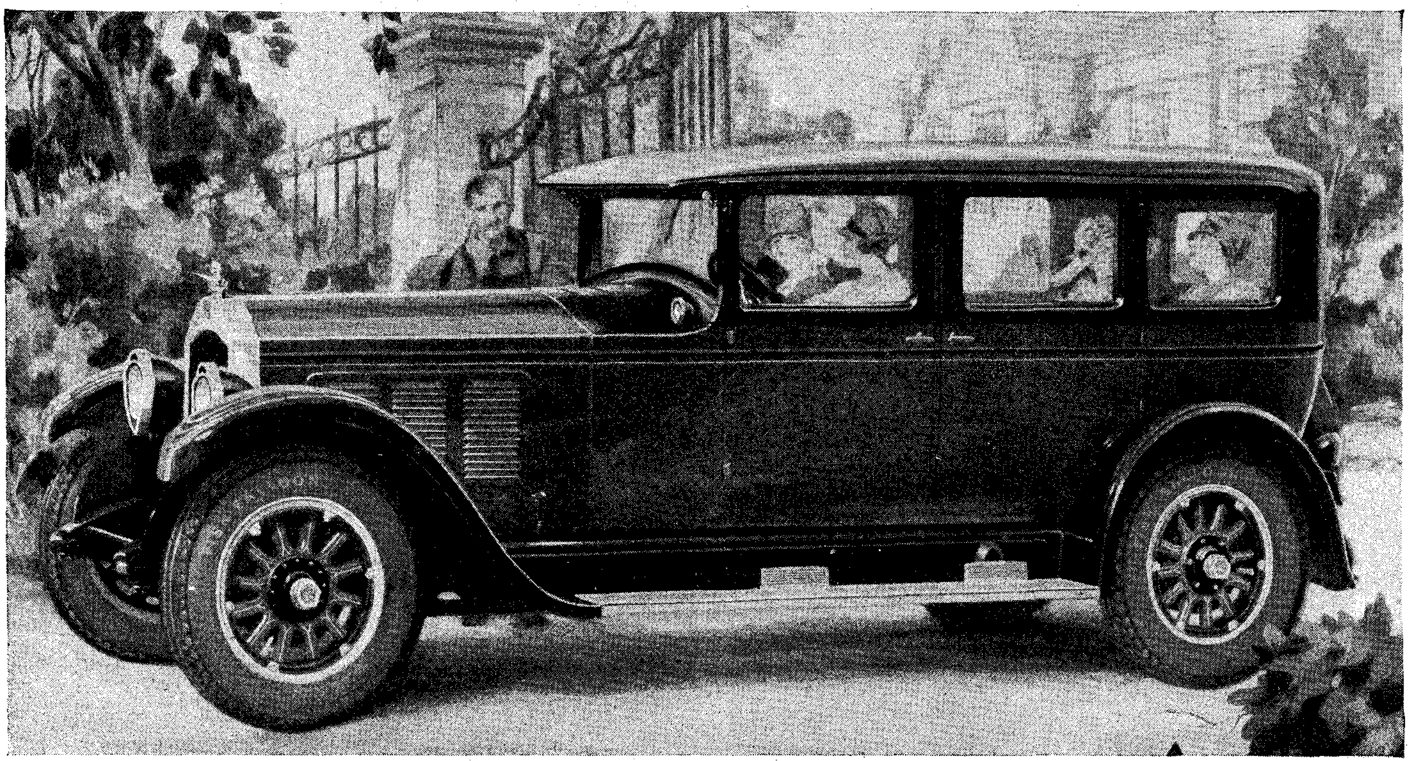
"Hold to my hand," he shouted as he dragged the boy up above the surface. Allum, in agony, clung to his comrade, while Gibbs struck at the shark with his free fist and kicked at it with his feet. By hammering it in this fashion, he daunted the monster and caused it to release its victim.

Allum, moaning in agony, was in a terrible condition. Half of one leg had been bitten away, and he was half dead already from shock. Gibbs kept talking to him. "Hold on," he urged. "You're all right now. I won't let it get you again."

But before they had covered half the distance to the shore, we are told, the shark had gathered courage and rushed at them a second time. Gibbs describes the encounter as follows:

"I was treading water and holding on to Mervyn. The shark came at us from underneath. I felt my feet scrape its back. It

(*Continued on page 54*)



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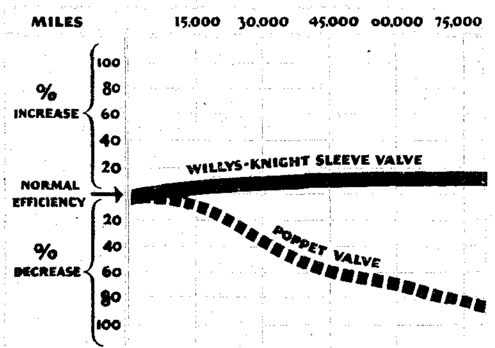
4-Wheel Brakes—Positive, mechanical, quick-acting. Add greatly to your safety in driving.

Belflex Shackles—Keep the chassis quiet as the Willys-Knight sleeve-valve engine. No greasing or adjustment.



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"70" Willys-Knight Six, $1295 to $1495. Willys-Knight Great Six, $1750 to $2950. Prices f. o. b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio. Willys-Overland Sales Co., Ltd., Toronto, Canada.

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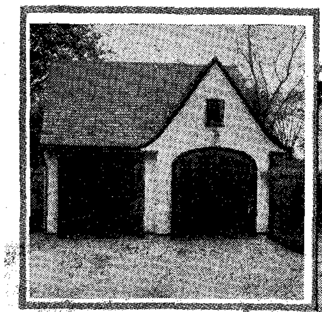
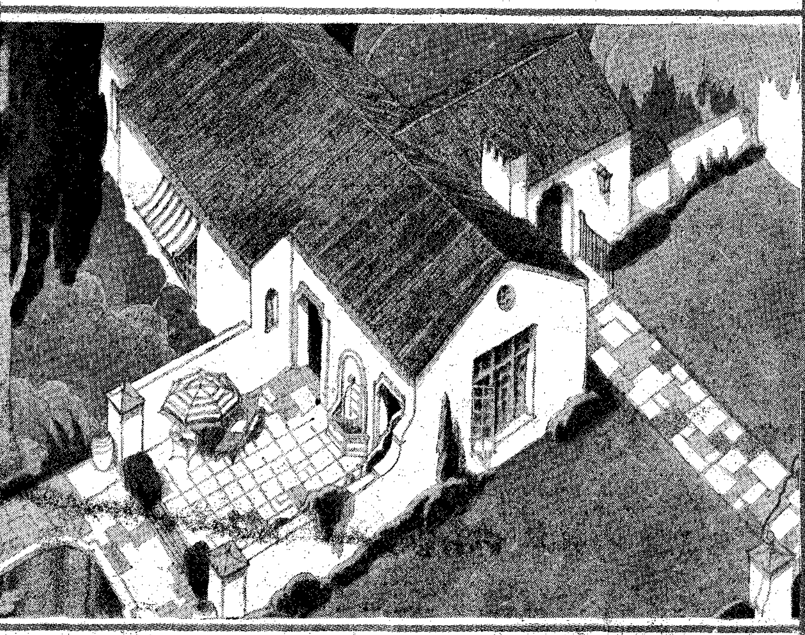
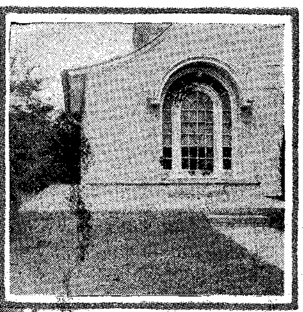


A simply constructed concrete-block garage eliminates the hazard of fire and never needs repair. It is in keeping with a well-kept home.





A permanent concrete porch adds to the apparent size of the home and provides greater comfort.

An inexpensive concrete drive requires no maintenance expense.

Don't postpone

Why *now* is the ideal time to make these modern improvements

BUILDING authorities agree that permanent improvements to a home have a double effect. They add immeasurably to its appearance and also make the home more readily salable.

And Fall—NOW—is the ideal *time to make such improvements;* for in many sections of the country (very likely in yours) larger construction slackens at this time of the year. Good contractors and competent workmen are more easily secured.

A few of the more common home improvements are suggested in the pictures on these pages. Many more are pictured and described in the handsome book, "Permanent Improvements to the Home and Grounds," which will be sent you on receipt of the coupon on the opposite page. It suggests those improvements best suited to the more modest home—others in keeping with a large estate. Each improvement planned to blend with the immediate surroundings of the home adding a distinctive architectural charm. Send us the coupon, today, for this free book.

What authorities say about making home improvements—*now*

"From the standpoint of speed and economy Fall is the time for improvement work. For example, when we start a driveway we know exactly when we can complete it. And the cost is usually less than during busier months."

McGee & Wetmore, *General Contractors,*
Jackson, Miss.

"We usually find home owners surprised when we quote them the price for an improvement to their property. They somehow feel that permanent improvements cost more than is actually the case."

Geo. F. Hollenweger, *Contractor,*
New Rochelle, N. Y.

"The setting of a surburban or country house is frequently slighted although the out-door accessories and approaches are most important for giving individuality and what might be called 'tying-in' to the landscape."

Charles G. Loring, *Architect,* Boston, Mass.

"I am always conscious of the setting of a home—the frame that completes the picture. If it is uninteresting the charming effect of the house itself is lost."

Leland H. Lyon, *Architect,* New York City.

"Frequently we have requests from home-builders for additional funds to meet unlooked-for bills for repairs and replacements. * * * Permanent improvements are well worth their cost because they never need repair."

George A. Martin, *President,*
The R. R. Cooperative Bldg. and Loan Assn.,
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"To most men a home represents the biggest of all building investments. Permanent improvements are therefore highly desirable. They protect and stabilize the original outlay."

Morgan G. Farrell, *Managing Editor*
Building Investment and Maintenance,
New York City.

"Lehigh" means dependability

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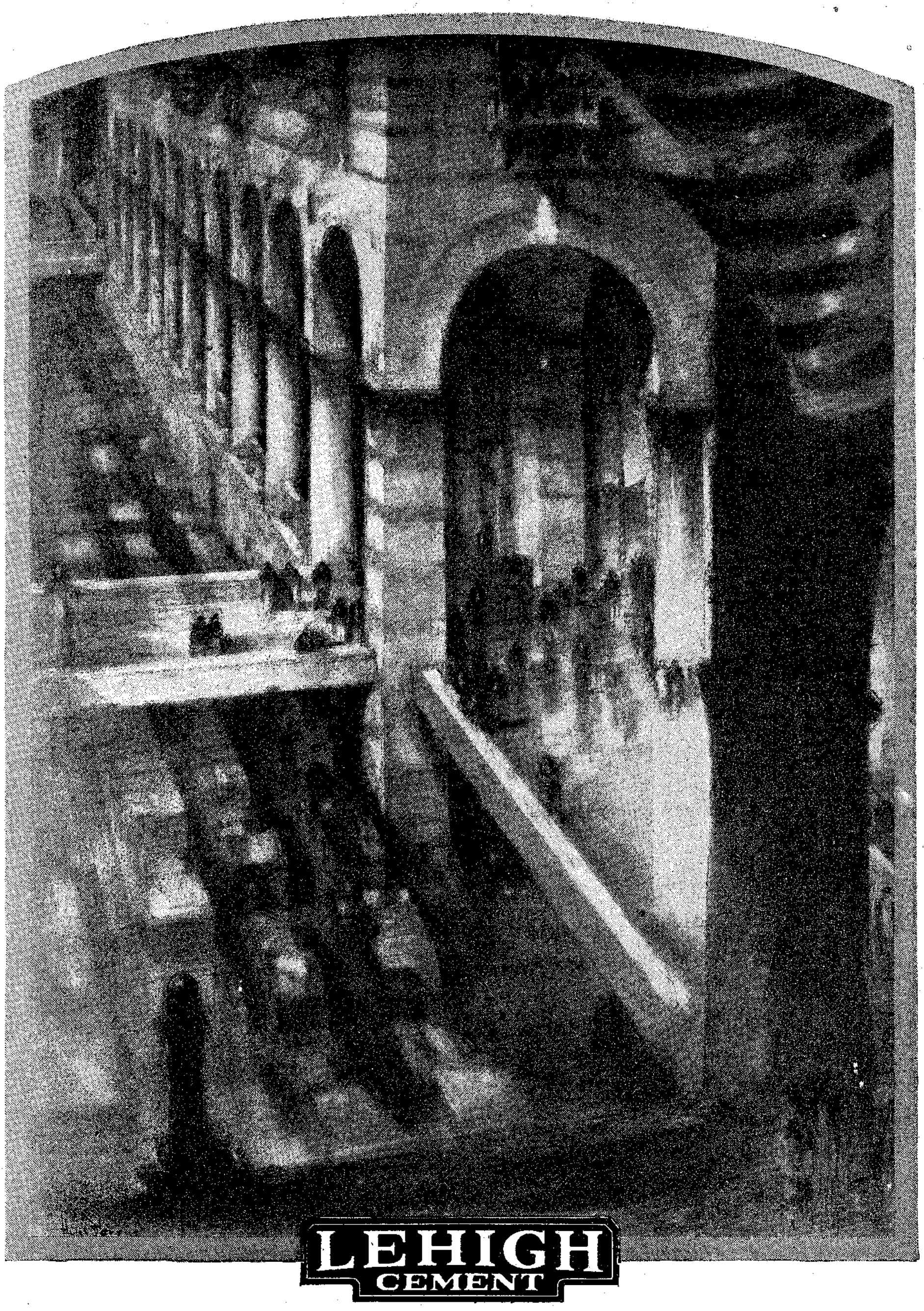

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COAST TO COAST

HOW A MILD PROFESSOR OUTWITTED THE DESPERATE "DYNAMITE TWINS"

BANDITS "STUCK UP" the southbound Southern Pacific passenger train, No. 13, in a tunnel near Siskiyou, Oregon, on October 11, 1923. The engineer, fireman, and brakeman were shot down in cold blood. The mail-car was dynamited, killing the mail clerk, whose body was consumed in the fire following the explosion. The bandits made what was considered a "clean getaway," and the efforts of the Government's best man-trackers were baffled, until the mild professor was brought into the case, Edward Oscar Heinrich, "a studious and retiring chemistry professor of the University of California." He, we learn, proceeded to build up deductions from the only exhibits in the case, consisting of a pair of greasy overalls, a pair of overshoes, a magneto, and a revolver. Here we take up the narrative from the Philadelphia *Record:*

> One day, when some of the ablest of the Federal men were beginning to despair of ever getting a workable clue, some one thought of the quiet professor down in the University of California laboratories at Berkeley, and mentioned his strange genius for deduction to the government agents.
>
> As might have been expected, there was some tittering among the professional detectives at first. They regarded the suggestion as more or less of a joke. What could a lofty-browed professor do with a case that had baffled the combined wits and experience of half a dozen of Uncle Sam's cleverest "bloodhounds"? The answer was, nothing but peer through high-powered lenses and glare at retorts, graduates, and such instruments in a highly erudite manner.
>
> However, after the crack Federal men had circled about a bit more and had exhausted all the stereotyped formulæ and arrived at the same spot no less than two dozen times, some one suggested that it could do no harm to let the professor take a chance. Accordingly, the few articles found near the scene of the dynamiting were packed up and taken to Berkeley, and the facts, in so far as they had been accumulated by the Federal sleuths, were laid before Professor Heinrich.
>
> The first thing Professor Heinrich did was to disabuse his mind of all the clues given him by the Secret Service men. His next move was to take the evidence in hand and start a deliberate and thorough inspection. The third step was to make a trip to the scene of the crime and look over the ground. After that he returned to his laboratory and soon afterward submitted his report.
>
> "Gentlemen," he said in a manner reminiscent of Sherlock Holmes at his best, "one of the bandits for whom you are searching is brown-haired, left-handed, about twenty-five years old, five feet eight inches tall, heavy set, neat in his personal habits, and a former lumber-camp worker, no doubt in Oregon and Washington."

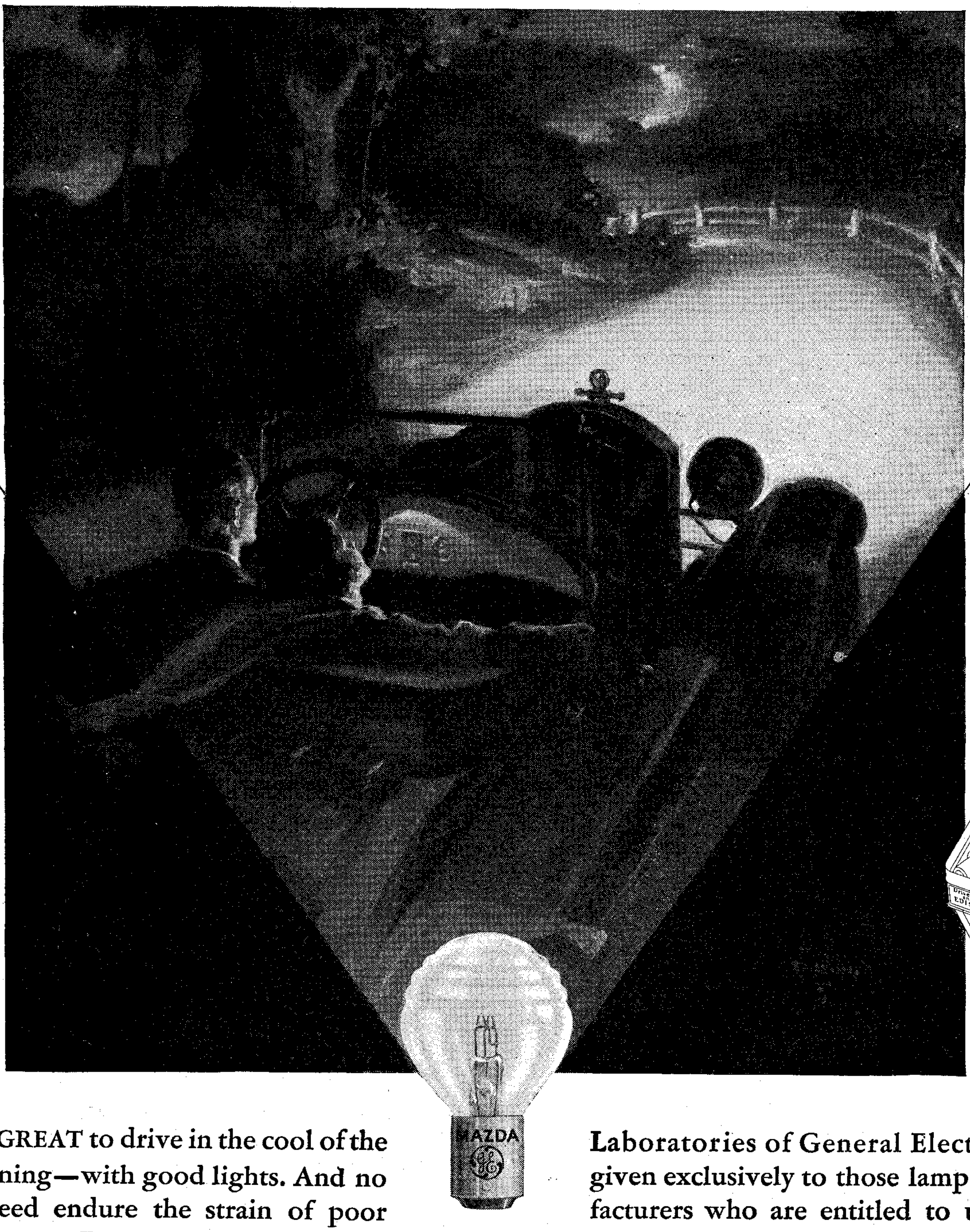
The detectives from Washington thrust their tongues into their cheeks, we are told, and looked at each other. One or two winked. Eventually the chief spoke:

> "All this is very fine, but I, for one, am not going out to arrest the first man of that description I see without knowing why he is the man, or what leads you to believe such a man was concerned in the case."
>
> "Very well," replied the professor, quite unruffled. "I will be as direct and simple in my statements as possible. I do not wish to confuse you, and I realize that you have been laboring under an unusual strain.
>
> "The overalls are of the size and cut that would be worn by a man of the physical characteristics I have suggested. There were bits of pitch from pine-trees adhering to the garment—adhering in such a manner as to make it obvious that this pitch had been acquired from constant contact with trees. None but a lumberman would have this constant contact.
>
> "There are worn places on the right side of these overalls. The left side, you will notice, has no such marks. Thus the man must have stood with his right side against a tree while he was swinging his ax to fell it. In fact, he must have stood against many trees in this fashion. Hence, it is logical to assume that he was left-handed.
>
> "Moreover, bits of hair were found clinging to the garment. This, of course, gave me the information as to the color of the bandit's hair, but it told me more. It told me his age. You may not know it, gentlemen, but age can be told almost infallibly by the condition of a single strand of hair. By comparing the bits of hair I found on the overalls with the hair of persons of all ages, I found that this man was approximately twenty-five years old Simple, gentlemen, refreshingly simple.
>
> "Now about these overshoes. You will note that they had been soaked in kerosene before being placed in the bag. For some reason they were not used, perhaps forgotten in the excitement. But they were soaked in kerosene so that bloodhounds, attempting to trail them, would find a smothered trail. Now there's nothing extraordinary about that, is there?
>
> "In this bag that contained the overalls I found several grains of rock salt. Now certainly no one but a cattleman would be using rock salt of this particular type in that vicinity. Hence, it was more or less obvious that the bandits must have spent the night before their crime in a cattleman's cabin somewhere near by. They might have used it for several days, or even weeks.
>
> "Acting on this theory, gentlemen, I have taken occasion to do a little looking about, and I have discovered that just such a cabin stands but a few hundred yards from the scene of the crime. And this cabin, I am happy to say, has proved to be a veritable gold-mine of information. In fact, it has told me a great deal about at least one of the bandit's personal habits, that even the gentleman himself, if he were here, might be a bit reluctant to tell me.
>
> "Now, gentlemen, I come to the final and conclusive proof. In the pocket of these overalls I found a bit of paper that had faded until the writing thereon was all but indiscernible. But under a microscope it revealed a series of numerals which convinced me that it was a postal money-order receipt. Thanks to your very vigilant and able colleagues at Washington, I have been able to check the number and to learn that it was issued to one of three brothers named d'Autremont, who worked in the vicinity of the crime for some time, and one of whom answers the description I have just given you almost to the last detail."

The agents now had a new idea of the professor, says the *Record* writer. Instead of regarding him as a rank novice, they saw in him a man of clear logic and fine scientific discernment. Hence:

> They at once proceeded to placard the country with descriptions of the three d'Autremonts. Two and a half million circulars were sent out. Every police-station, every post-office, every army barracks, every factory, hotel, "flop-house," railroad yard in the country contained one or more of these circulars. Dentists received charts describing the teeth of the d'Autremonts, optometrists learned that one of them wore glasses and were informed of the kind of lenses he needed for clear vision.
>
> With all this network about them, the three brothers continued to elude the authorities for three years more. They traveled from point to point, rarely together, and they seldom communicated with each other. They grew beards, they changed the cut of their hair, they did all manner of things and, after over three and a half years of security, they fell into the infallible trap of all young criminals—they believed they were safe and relaxed their vigilance.
>
> A soldier in the far-off Philippines found one of the two and one-half million circulars one day. He noted the face of one of the men with a start. He hunted up a certain warrant officer with whom he had been almost constantly associated in the service. The two looked closely at the man's features, so closely at the suspect that he demanded to know what the big idea might be.
>
> Convinced that they had their man, the soldiers reported what they had found to their commanding officer. The officer reported to the Secret Service office in Manila, and before nightfall Hugh d'Autremont was under arrest.
>
> A few weeks later, before Hugh had reached California, a steel-mill worker in Steubenville, Ohio, saw one of the posters and noted the similarity between two of the d'Autremonts and two men who worked with him at the mill. He reported to Federal officers that Ray and Roy d'Autremont, unaware that Hugh had been arrested, and off their guard, were taken.
>
> At first they denied complicity in the crime, but when they learned that Hugh had confessed, they too, revealed all and accepted life sentences in the Federal penitentiary.
>
> That ended the world-wide search for the "dynamite twins" and their brother, and brought to a close one of the most romantic chapters of crime-detection in American criminology.
>
> Veteran criminologists, who have followed the ways of bandits and sundry evildoers through scores of years, were unstinting in their praise of the modest professor's work. Nothing like it had been exhibited in the Secret Service in all the history of that highly efficient organization's service, and efforts were made to prevail upon the professor to transfer his genius to Washington.
>
> However, Professor Heinrich said politely that he preferred a small pedestal in some obscure corner of the pantheon that houses the memories of Descartes, Steinmetz, Newton, and others of their fraternity, to a very tall column in the company of the Burnses and Pinkertons.
>
> But, still, he isn't averse to turning a little Sherlock Holmes job now and then, just for the recreation it affords him.

Light up....for confidence



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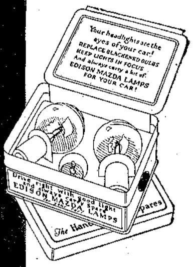
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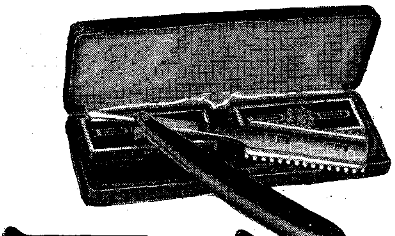

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AN APPEAL TO REASON

COMMON sense tells you that the safety razor with the best blade is the one for you to use. It's the blade—nothing else—that takes the beard off your face.

Durham-Duplex Blades are made of the finest razor steel imported from Sweden. They are the longest—that saves time, one stroke does the work of two. They are thick and strong—you get the heart of the steel only for an edge—we grind away the rest. They are hollow ground—that gives you the keenest and most lasting edge. Each and every blade is hair tested before being packed.

The Durham Duplex Razor gives you the sliding diagonal stroke—*cutting* your beard instead of scraping it off.

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Special Offer 25c

Take this coupon to your dealer or send to us and get a genuine Durham-Duplex Razor with only one blade for 25c.

Durham-Duplex Razor Co., Jersey City, N. J (Address for Canada; 50 Pearl St., Toronto, Can.) I enclose 25c for razor and blade. Check type preferred. LD8

Name.................................

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I prefer Long-handled Type........ Safety Type........

PERSONAL GLIMPSES
Continued

then struck at Mervyn again and seized him by the injured leg. It was about to drag him away from me after all. I kept punching and kicking at it, and tho that didn't do it any particular harm—for it could have dragged us both away had it paid no attention—the punching was a form of resistance new to it, and it was wary. Finally it let go again. That was all."

The shark swam off, frightened by the unusual assault Gibbs had made upon it. In the struggle he actually got astride the man-eater. Holding on by its dorsal fin, he kicked it in the ribs on both sides as a rider might kick a rebellious mule. By this time, however, one of the party had arrived in a skiff and dragged the two boys out of the water. Allum was unconscious and Gibbs's hand was bleeding from a cut received when he struck one of the shark's fins. People on shore had called an ambulance and Allum was hurried away to a hospital, but Gibbs's game fight had been in vain. Allum died before they reached the hospital.

The strange affray was one of the first ever heard of in which a man put a shark to rout with his bare hands, and it has gone into the records as a most exceptional exhibition of bravery. It was so extraordinary that many were not satisfied with the award of the highest civilian decoration and urged that military custom be stretched sufficiently to allow award of the Victoria Cross. Agitation in favor of this was heard for several weeks, but that award could not be made, because the Victoria Cross, the decoration for supreme courage on the battle-field, is never given to civilians. The Albert Medal for civilians most nearly corresponds to the cross for soldiers. The wearers of either are few and far between.

"It's no more than any chap ought to do for his mate," said Gibbs. "I was standing in the launch, about twenty yards from Mervyn, and was not looking in his direction when the shark first caught him. But I heard his cry and heard the cries of the girls on shore. As they screamed, I looked up and saw the shark jump right out of the water. It showed almost the whole of its body. It was practically on top of Mervyn then. I dived in from the bow of the boat. When I got to him the shark was still alongside. It had almost severed one of his legs in the first grab, we found later.

"I called to him and reached for him. He was still conscious and held out his hand. I missed it at the first grab, but managed to grasp it on the second attempt. Just as I did so, the shark came at him again and pulled him under. I held on to him, but managed to keep my own head above water. In that tussle we went round and round, and at one moment I felt myself standing on the thing's back. I gave it a kick then and seized its fin, but couldn't hold on and hold Mervyn at the same time. He was virtually helpless and becoming unconscious from shock and loss of blood. He was almost too weak to moan any longer. The kick must have frightened the shark, for it let go and darted away for a short distance. Then, as we were making for the shore, it came at us again and got Mervyn by the leg a third time. This time I managed to get astride it and held on for a moment by its fin and kicked it in the ribs with both heels. That put it to flight for good. It swam away and we didn't see it any more. We had help then, anyway. One of the men had arrived in the boat and was pulling us out."

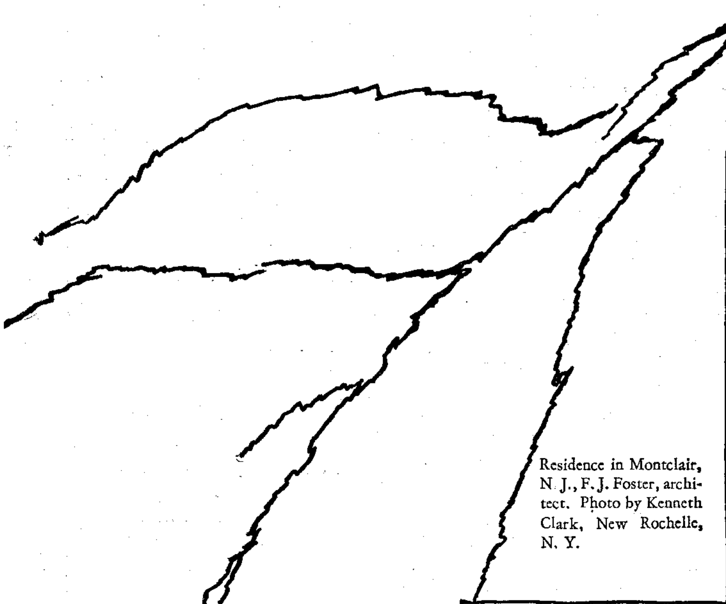
The onlookers, we learn, were unable to see exactly what had taken place because of the terrific splashing and churning of water which accompanied the encounter. It was only at the Coroner's inquest into Allum's death that Gibbs told a complete story. We read further:

> Gibbs's display of gallantry was praised by the Coroner as comparable to that of any great military hero. "In my opinion," he said, "Stanley Gibbs merits the Victoria Cross for his bravery and sacrifice, if such a distinction can be offered him. His heroic action will be brought under the notice of the Royal Humane Society."
>
> Of course, it was impossible to bestow the Victoria Cross upon a civilian, but there was no trouble in obtaining the Albert Medal, the highest award it was possible for Gibbs to win. Two other holders of the medal sponsored him. Meetings of congratulation were held all over the city, and a large sum of money was subscribed by the public for presentation to the youth as a testimonial of appreciation. Presentation of the medal was made by the Duke of York at a public reception held in the town hall, on the occasion of the arrival in Sydney of the King's second son.
>
> Many of the eye witnesses on the shore saw the shark leap out of the water. They said, as did Gibbs, that it was at least twelve feet long. One of those who saw it was Allum's younger sister. A witness at the inquest testified he had difficulty in preventing her from rushing into the water to her brother's assistance.
>
> The shark's persistence evidently was due to hunger. Apparently it had wandered into the shallow water in search for food and, having once tasted blood, was loath to leave its prey. Only when prest by hunger do sharks venture so near the shore. When food is scarce, however, they become so daring that some varieties, such as the "whaler" shark, will enter shoals scarcely deep enough to float their their bodies. An incautious bather walking in shallow water is likely to step directly upon a lurking shark.
>
> Their terrible fangs, sometimes triangular in form, with saw-shaped edges, can chop through a heavy bone as if it were soft as cheese. Some varieties of sharks have teeth which are not so good at the chopping stroke, but which are far more dangerous They are shaped so that they interlock; so that once they have become fastened upon their prey they can not be released. These monsters almost invariably drag away whatever they have bitten.
>
> In the last few years there have been other cases of shark fatalities on Australian beaches, and some of them have been attended by examples of similar heroism Milton Coghlan and Jack Gannon were killed by sharks, only a few months apart, on Coogee Beach, and in each case a courageous struggle was put up by life-savers and swimmers in the vicinity. Other deaths have been those of Ernest Conroy, killed at Kiama in 1924; Charles Brown in the Parramatta River in the same year, and Jack Canning at Newcastle in 1925 Other persons have suffered terrible maulings, but have survived with the loss o limbs. Of all these, however, the exploi of Stanley Gibbs, the slender boy who pu a twelve-foot man-eater to flight with hi bare fists, remains the most spectacula

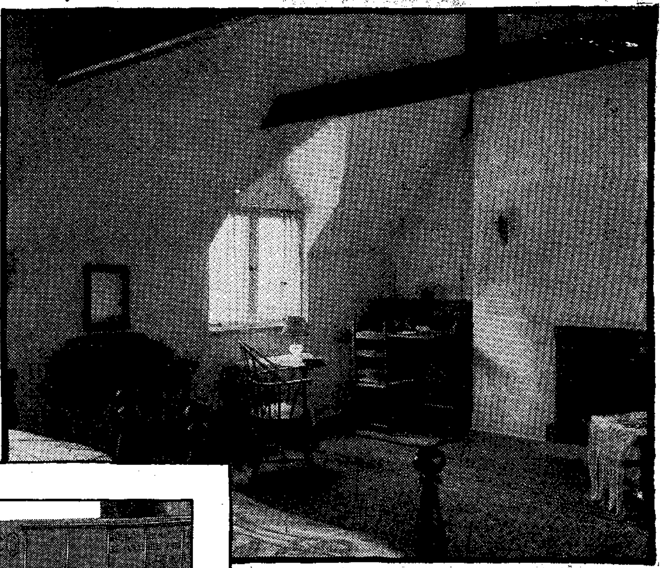
Now *your* home need never know

PLASTER LIGHTNING

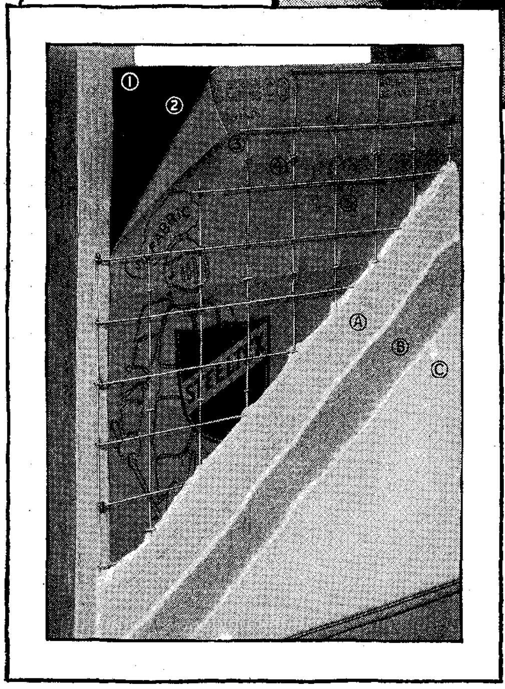
(*CRACKS IN PLASTER*)



All your walls and ceilings are under constant strain



Residence in Montclair, N. J., F. J. Foster, architect. Photo by Kenneth Clark, New Rochelle, N. Y.



THOUSANDS of homes being built today will never know the blemish of ugly cracks in the plaster. They are STEELTEX protected!

STEELTEX eliminates one of the most prolific producers of cracks—wood lath. It replaces lath. STEELTEX is a sturdy, steel, reinforcing fabric, rust-proofed and electrically welded. Attached to a tough, two-ply, waterproofed backing.

STEELTEX is nailed to the framework in sheets. The plasterer goes to work exactly as he does over lath. He applies the wet plaster against the STEELTEX backing. The plaster spreads under and around the steel reinforcing wires. When the plaster sets, the steel is completely embedded—steel is actually ***built into*** your walls and ceilings. The same principle that is used in reinforcing concrete, brings strength and protection to the brittle plaster.

Picture the result! Walls and ceilings protected against warping, buckling wood lath—guarded against strains from all directions. Streaky lath marks eliminated. House insulated and damp-proofed. Sounds deadened. And you secure all these advantages at very little extra cost—less than you are likely to pay for repairing and redecorating cracked plaster once.

Ask a plasterer about STEELTEX. He knows that many a fine plaster job is wrecked by the material behind the plaster.

Ask your architect, contractor and dealer. Your dealer probably carries STEELTEX. If he does not we will see that a nearby dealer supplies you. Meanwhile, send for our new book, "Reinforced Plaster Construction." It is mailed free.

Section showing STEELTEX and how it is used

① Waterproof backing
② Waterproof compound
③ Second tough backing
④ Furring device
⑤ Rust-proofed steel reinforcing fabric
A Scratch coat of plaster
B Straightening coat
C Finishing coat

STEELTEX replaces wood lath with rigid steel fabric, galvanized (rust-proofed), electrically welded—resists strains from all directions. It is nailed to the framework in sheets 50" x 52". The plaster is applied just as over lath. See how the steel is completely embedded.

Special STEELTEX for plaster—for stucco and for concrete and gypsum floors

You can also prevent cracks in stucco and in concrete and gypsum roofs and floors. Simply use the proper style of STEELTEX for the particular purpose: for plaster, for stucco, for floors—same principle, same protection. Also National Reinforcing for all other types of concrete construction—roads, streets, drive ways, sidewalks, dams, canals, cement gun work, etc.

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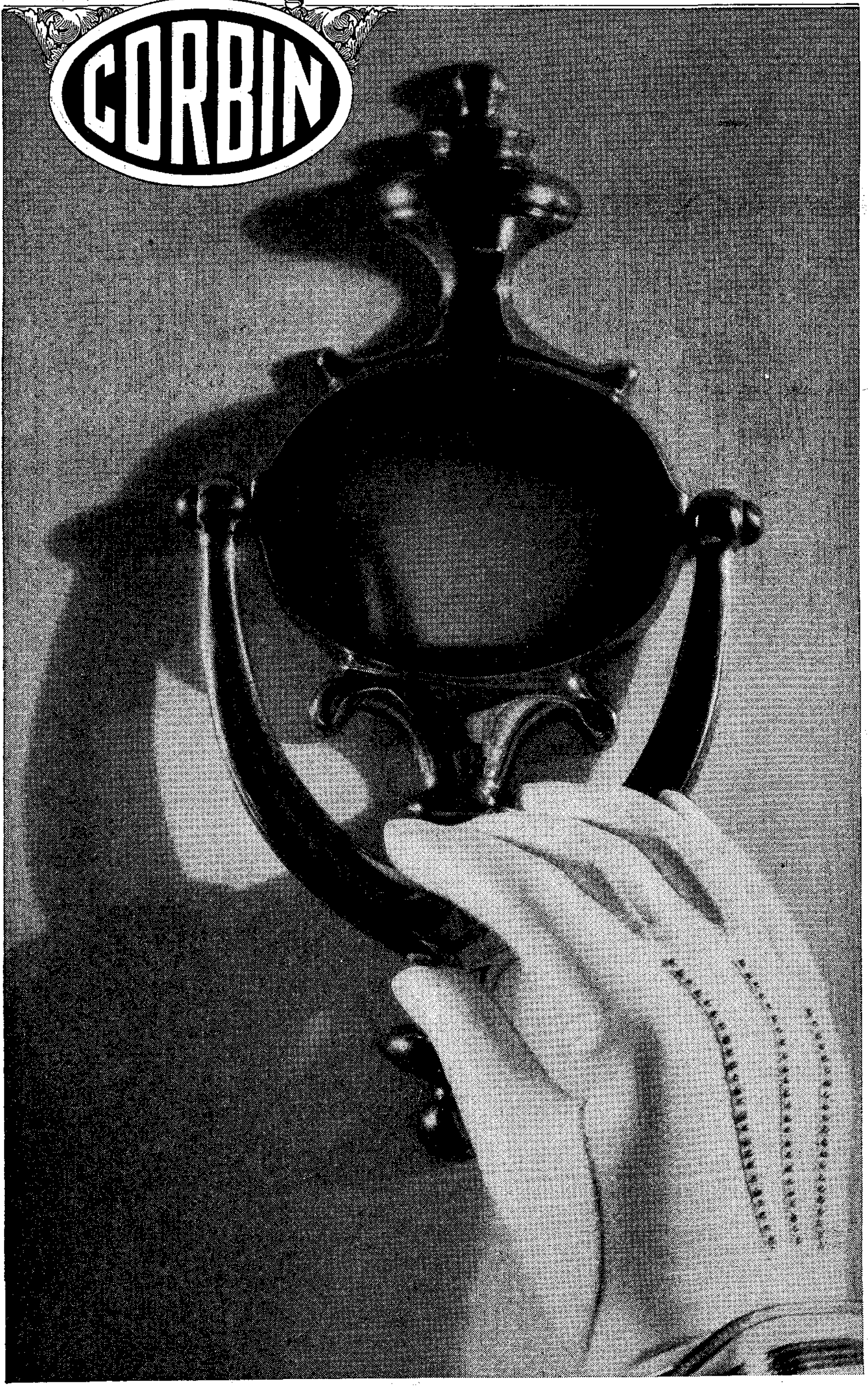
STEELTEX

For plaster . . . guards against cracks and lath marks

Good Buildings Deserve Good Hardware



This knocker almost seems to say "Come in". Even hardware can be inviting if it is Good Hardware—Corbin

Welcome to a home where the hardware works as well as it looks. Where locks can be depended on. Where hinges work quietly, smoothly. Where windows open as easily as they close. Where bolts and latches hold securely—yet operate with no trouble at all.

That's the way your hardware *should* work. That's the way it *will* work—if you give your home the hardware it deserves—which is to say, Good Hardware–Corbin.

An illustrated booklet (L-8), that will tell you all about this Good Hardware, awaits your request.

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The American Hardware Corporation, Successor
New York Chicago Philadelphia

PERSONAL GLIMPSES
Continued

feat these shark-ridden waters have yet witnessed.

The killing of Coghlan occurred under circumstances similar to those in the recent case. He was attacked in shallow water and both arms were almost severed by the first snap of the monster's jaws. A returned soldier, Jack Chalmers, swam to the rescue and dragged Coghlan from the shark's fangs, and other swimmers rescued both. Coghlan died on the beach before medical attention could be obtained. Hundreds of persons witnessed the struggle from the shore, but were unable to lend aid.

Shortly after this tragedy the authorities of Sydney passed a "safety" ordinance prohibiting swimmers from venturing far from the shore. Moreover:

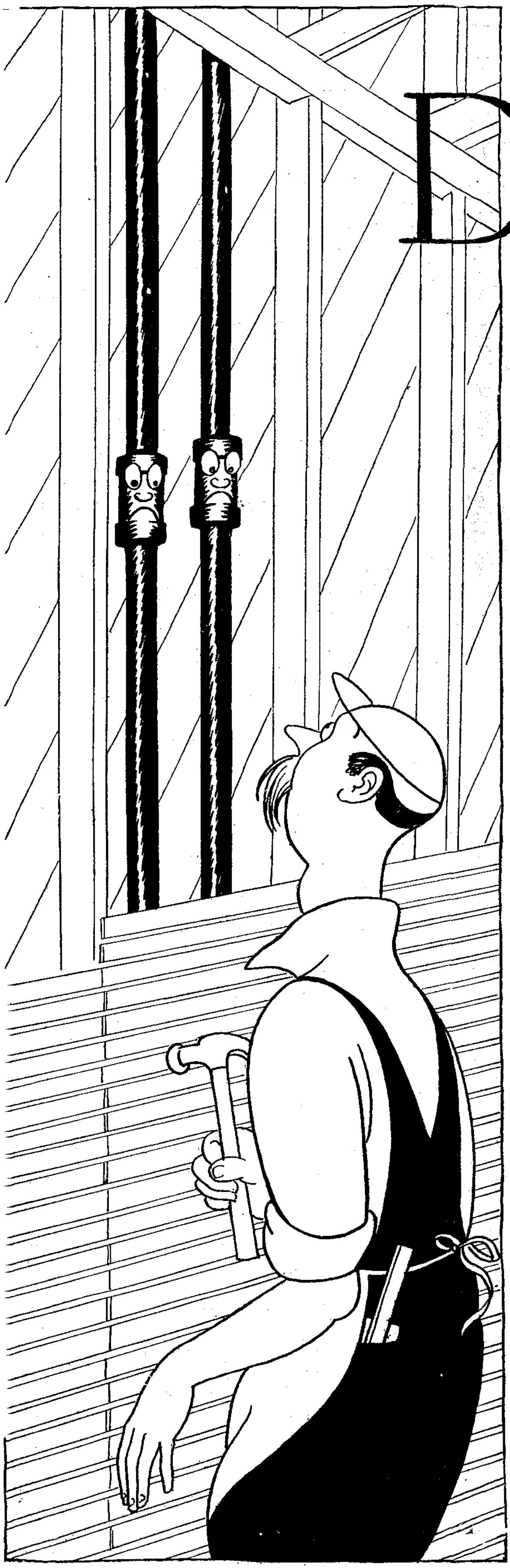
Bathers were warned they would be not only subject to attack from sharks but also to fines for their indiscretion. Watchers were posted at regular intervals along the beach to look out for sharks, and electric alarms were installed to warn the bathers of their presence.

The warm Pacific waters of the Australian coast have always been notorious as the abode of the huge man-eater. Celebrated shark hunters have declared it is far more dangerous to bathe or be upset in the Parramatta River or in Lane Cove—both offshoots of Sydney Harbor—than in the clear waters of the South Pacific Islands. The majority of deaths caused by sharks in the Sydney waters occur in the upper reaches of the harbor, where the water is muddy, especially when the tide is on the ebb. In these cloudy waters the predatory terrors are able to approach almost unobserved and seize the unsuspecting bather with great facility.

Australians, it seems, do not debate the academic question, "Do sharks attack men?" We read on:

Several varieties of sharks inhabit these waters. Those that the Sydney fishermen know best and fear most are the tiger shark, the blue pointer, the so-called white shark, and the gray nurse. The tiger and the blue pointer are the most ferocious. Because of the position of the mouth on the under side of the head, these monsters attack their prey by leaping out of the water and coming down upon it or by turning belly up and approaching it from underneath. The snap of the jaws of a large shark is of amazing force. They have been known frequently to cut off a man's leg or arm as cleanly as if the member had been severed by a guillotine.

Shark-fighting is a hazardous business, even when the hunter goes with the best of armament. Often they are harpooned or shot. A favorite method with some shark hunters is to catch them with hook and line and draw them close enough to the boat for a blow with a heavy knife or cleaver. This blow is directed to the spine, near the tail, to sever the backbone and thus render the powerful tail harmless. In the South Seas natives often attack sharks with knives. Instances, however, of a man routing one of the big fish with his bare hands are almost unheard of. Gibbs's feat, therefore, has gone down as the most daring in the records of such combats.



Don't wall them up without their overcoats–

They'll never let you forget it if you do

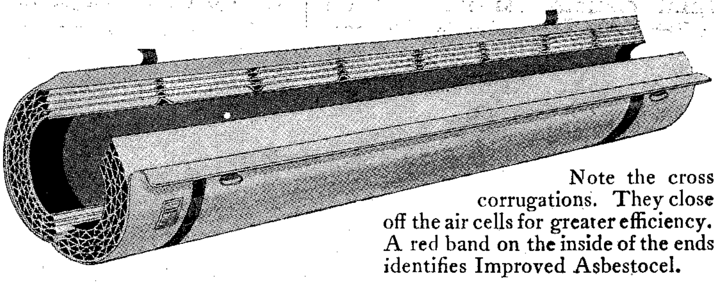
TO wall up heating pipes uncovered or covered with an inferior material is a serious building mistake . . . a mistake that will cost many dollars every winter in wasted fuel.

The special construction of Improved Asbestocel makes it the most efficient home pipe covering that you can buy.

Under average conditions a three-foot section, shown below, should save 7 shovelfuls of coal each winter.

This means a couple of tons saving on your entire heating system. It soon pays for itself.

Phone your plumber or heating man now. Ask him about it. Or write us for booklet if you prefer.



Note the cross corrugations. They close off the air cells for greater efficiency. A red band on the inside of the ends identifies Improved Asbestocel.

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Improved Asbestocel *pipe covering*

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of the
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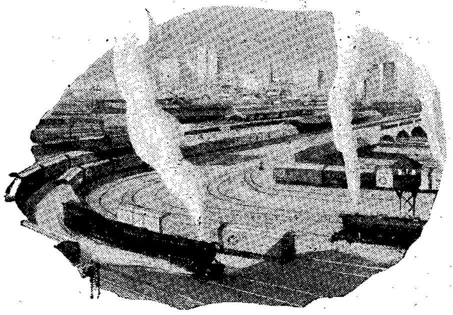

ONE hundred and fifty trains stop at Jacksonville every day, to carry on the commerce of the Southeast. Millions of dollars' worth of products are brought by them from the North . . . consigned to hundreds of branch houses here . . . awaiting distribution through a territory that covers thousands of square miles. And from this fertile, prosperous territory, vast quantities of timber, vegetables, fruits and valuable field crops pour ceaselessly into Jacksonville . . . to be shipped from here to the ends of the earth. Forty-two ocean-going steamship services load and unload their cargoes regularly in Jacksonville's deep-water, five-miles-wide harbor.

Surrounding Jacksonville is one of the richest agricultural districts in the world. Its fertile soil supports an enormous stand of timber. It possesses vast mineral wealth. Brought under cultivation, it grows two and in many instances three crops per year.

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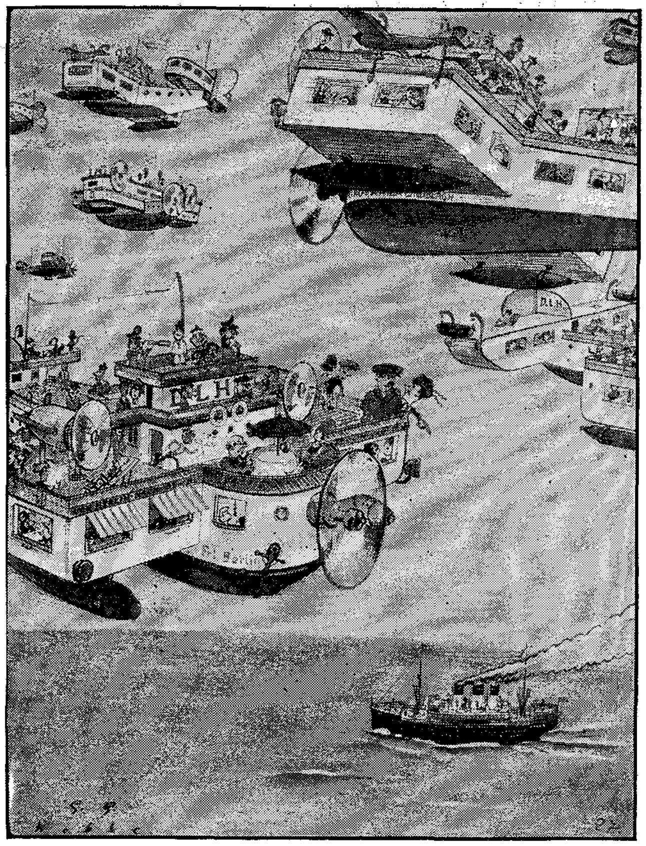
MOTORING ▾ AND ▾ AVIATION

ALL ABOARD FOR THE TWENTIETH-CENTURY FLYER

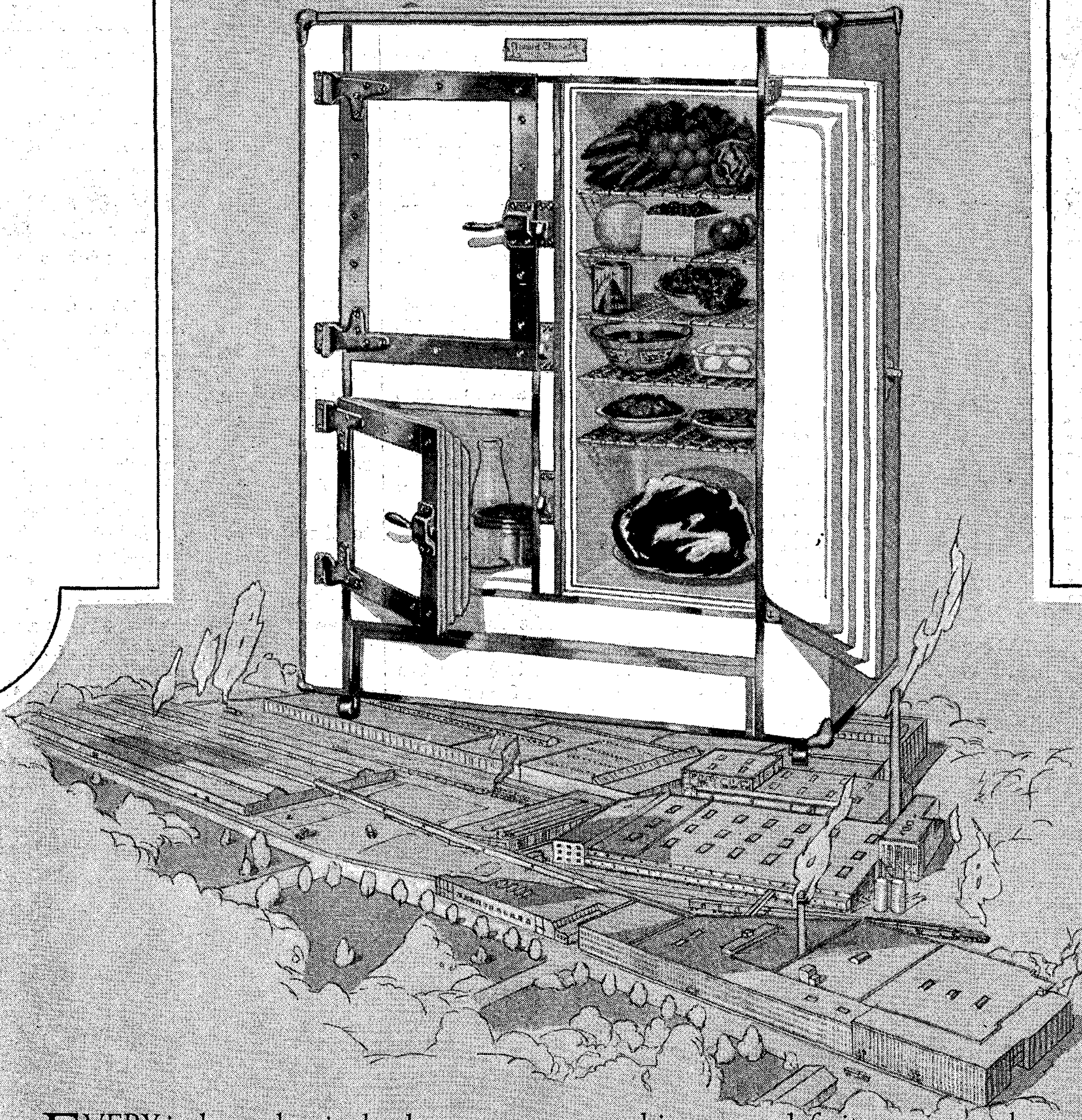
PASSENGERS have been weighed, and so have their bags, and now they wait on the concrete-covered area of the airport, just as one waits on a railway station or a steamboat landing. In fact, there is the same activity of brass-buttoned officials and porters with their barrows. One is about to take a journey, and the atmosphere is appropriate to embarkation. . . . Aha! Here she comes! With a roar from its great motors "a gigantic biplane pulls up to the edge of the concrete. Its pilot, who sits in a small cockpit at the very nose of the plane, climbs down for a final look at his machine. A white-jacketed steward opens the door of the car. Twenty wicker chairs are revealed, arranged like the seats in an American railway-car, each at a window, with an aisle down the middle. The passengers enter. The hand baggage and mail are stuffed into the 'hold.' There is a whir from the motors, the chocks are removed from before the rubber-tired wheels and the 'ship' begins to move." And so, "we're off," with something more than the emotional thrill belonging to a start for Chicago on the Twentieth Century Limited. For "we're off" from Le Bourget to Croydon—from Paris to London—by way of the air; and as America is now expected very soon to overtake and overhaul Europe in the matter of air transport, both of passengers and freight, there is a timely interest in this description of the established traffic over there, furnished by a London correspondent of the New York *Times*. As he tells us:

> The recent transatlantic flights brought home to Americans the fact that for several years Europe has been quietly developing something which is to airplanes what a station is to railway-trains and a harbor to sea-going vessels. Tho commercial aviation is only seven years old, any one of a score of European cities already points proudly to its airport, the starting-point and landing-place of planes providing regular aerial passenger and freight services.
>
> Of all the European airports the most celebrated as well as the most important are those at Le Bourget, a few miles outside Paris; at Croydon, a suburb of London, and at Tempelhof, some three miles from the heart of Berlin. Le Bourget and Croydon surpass Tempelhof in world fame for two reasons: they are the termini of the best known of all aerial routes—that between Paris and London—and their names were flashed all over the world, to appear in countless newspaper head-lines and moving-picture captions, after Lindbergh had paid them a visit last May.
>
> As against Lindbergh, Tempelhof can present Clarence Chamberlin and Charles Levine, whom it royally welcomed after their two forced landings near Eisleben and Kottbus, when they flew from New York to Germany soon after Lindbergh made his transoceanic jump. And, altho no aerial line so famous as the London-Paris line makes use of Tempelhof, Berliners can nevertheless claim that their airport is the busiest in the world, for German commercial aviation has been developed to a degree unequaled elsewhere, and Tempelhof is the center of the great network that spreads out from Berlin in all directions over Europe.
>
> Le Bourget is about seven miles from the center of Paris. Few Americans who fly to and from it in airplanes are aware that it was famous fifty years before it became France's great center of aerial traffic, because of the superb defense put up there by a handful of French soldiers when the Germans were besieging Paris in the Franco-Prussian War. This defense was immortalized by the French artist, De Neuville, in a striking canvas which hangs,


D.L.H.
D.L.H.
Berlin

IN THIRTY YEARS
"I say, Daddy, what's that funny thing down there?"
—*Lustige Blaetter* (Berlin).

LEONARD LEADERSHIP



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There are over two and a quarter million Leonards in use today. More of them are sold than the combined output of the next TWO largest manufacturers All the buildings you see above, including a complete porcelain plant, are in active use. And here are gathered the master-craftsmen of the industry. Leonard Leadership means something very definite to every householder. "Leonard Cleanable" means a much finer refrigerator at no extra cost—more carefully made—more beautifully finished—and better insulated, which is the all-important point with ice or iceless refrigeration. So whether you plan to use ice or an electric unit, buy the cabinet first, and be sure it's the Leadership cabinet—the Leonard Cleanable! May we send you a book of styles? Address,

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"Like a Clean China Dish"

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BEST FOR ICE OR ANY ELECTRIC UNIT

MOTORING AND AVIATION
Continued

not in Paris or some other European city, but in the Metropolitan Museum of New York.

Passengers who intend to journey by airplane from Le Bourget are conveyed there by motor-bus from the center of Paris. On arrival they and their baggage are deposited at a small building in the rear of the field.

Here we are told of the weighing and the embarkation, as related at the outset of this article. And then the *Times* writer sketches the scene of corresponding activity that follows a passenger plane's arriving at the airport of its destination. Reading on:

The "contrôle" at Le Bourget, comparable to the office of a railroad station-master supervises the arrival and departure of all planes. And there is a meteorological station which receives weather-reports by telephone, telegraph, and radio, and places upon large maps various cabalistic markings that enable a pilot to see at a glance the state of wind, visibility, and moisture on any European air route.

In shape the airdrome is, roughly, a triangle, its base extending for nearly a mile along the main road to Paris, beyond the village of Le Bourget. To the north it is bounded by a small stream and clumps of trees. On the southwest side are the grounds and building of the military aviation post, which is about ten years older than the civilian airdrome of Le Bourget.

On a board near the passengers' waiting-room the departures and arrivals for the day are listed, giving the hour for outgoing planes and the expected time of arrival of incoming ones. In the afternoon planes will arrive from Lyons, Cologne, Strasbourg, Vienna, London. The Cologne plane will doubtless bring passengers who transferred at Cologne from planes that had brought them from Berlin and Moscow, and the Strasbourg plane may carry passengers who departed the day before from Warsaw, Budapest, Bucharest or Constantinople. Other planes arriving at and departing from Le Bourget provide aerial services to Geneva, Marseilles, Algeria, Spain, Morocco, and Dakar in Africa.

In a two-story building in the center of the line of hangars are the customs office, police station, and a good restaurant. Close at hand is another building containing a waiting-room, post-office and telephones. On the second floor are the offices of the director of the Paris "airport" and his staff. There is a central heating system for the hangars, a garage, oil, and gasoline reservoirs, wireless station and an emergency electrical plant for lighting buildings and field, a medical establishment and a series of small buildings with offices for the flying companies, and reception-rooms for their patrons.

Extensive precautions have been taken at Le Bourget to insure the safety of passengers. A large light, much like a seacoast lighthouse, about ninety feet high, stands near the northeast extremity of the airdrome. It is lighted at sundown and is extinguished four hours later, unless a plane is expected at a later hour, when the light is kept going until the plane arrives or news is received of its arrival elsewhere. The rays of the light, which can be seen on clear nights for forty miles, flash in optical Morse signals the letter N, the code designated for Le Bourget. An acetylene light near by is kept charged for use in case the principal one should fail. The roofs of all the hangars and other buildings are marked with red lights, and the antenna of the wireless as well as near-by factory chimneys are indicated by vertical strings of electric lamps.

A vane in the form of a white T on a black background, lighted at night, shows the aviators the direction of the wind. A pilot arriving at night drops a green rocket from a height of about 900 feet. If the way is clear, a green light is flashed from near the "contrôle" and the projectors illuminating the landing-field are turned on.

Those wishing to reach London's airport, we learn, board a motor-car, much resembling an American sightseeing bus, and are transported in half an hour or so to the Croydon airdrome, about ten miles to the south.

The offices of the aerodrome are in the midst of a group of unsightly wooden buildings, left over from the war, when Croydon was an important depot of the British Air Forces. On the other side of the aerodrome one can already see a group of new and far better structures which will constitute London's new airport.

London passengers intending to fly over the English Channel enter the waiting-room, which is in one of the wooden shacks still doing duty. After each passenger and piece of luggage has been weighted, the total weight to be carried—pilot, engineer, passenger and luggage—is entered upon a load sheet. If the total on the load sheet goes beyond the maximum allowed, part of the weight must be loaded into a smaller plane, which leaves the airport at the same time.

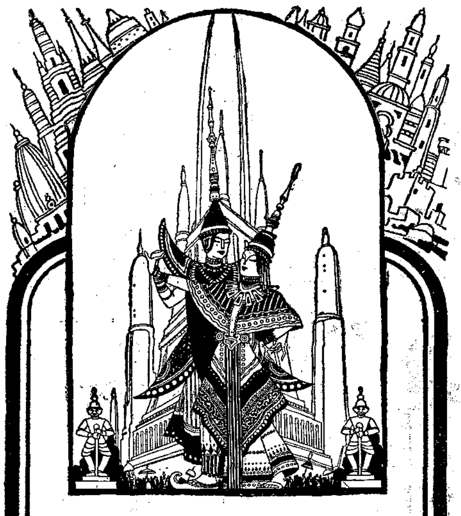
Then passports are examined and, after the luggage has been taken in charge by porters, the passengers are escorted by airport officials to the aerodrome proper, a smooth expanse of ground 173 acres in extent, which affords the planes using Croydon as a terminus an ascending and alighting run of 900 yards. Here the passengers board waiting planes and, at a signal from the near-by control tower, are whisked away to Paris or Zurich, Amsterdam or Cologne.

Directly below the control tower is the meteorological station, where, as in the great Continental airports, pilots can look at a map affixt to the wall and see at a glance the visibility and other conditions prevailing on the route to which they have been assigned.

For nocturnal starts and arrivals at Croydon there are four powerful search-lights, each of 750,000 candle-power. When a plane is expected after dark, these send their rays into the air until the plane is overhead, when the rays are trained on the ground, flooding it with light, and thus facilitating as much as possible the pilot's landing.

In addition to the search-lights Croydon boasts a cone-shaped aerial pilotage light, situated at the northeast corner of the aerodrome. This light has been designed especially to provide airmen approaching London after dark with a distinctive illuminated sign which they can pick out from all other lights. It is of 500,000 candle-power, and its powerful beams, shining down upon the cone-shaped structure beneath the lights, give the effect of a white triangle, which pilots can see twenty-five miles away.

The new airport of London, almost ready



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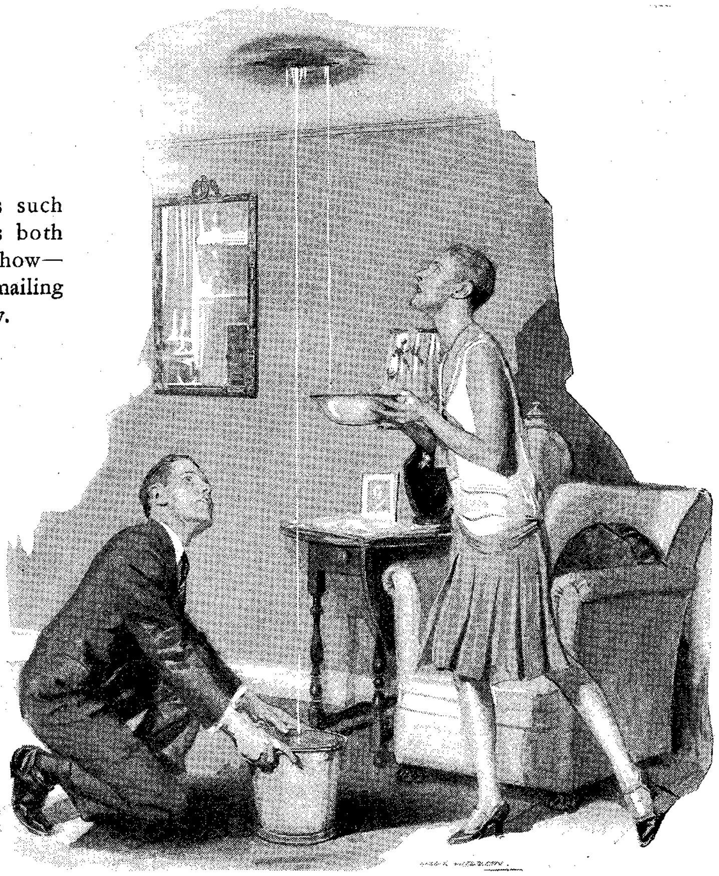


Rust-proofing prevents such scenes as this. It saves both money and worry. Learn how—after reading below—by mailing the coupon without delay.

One Leaky Iron Pipe

May Cost More Than A Brass Pipe Installation

Brass pipe CAN'T rust, so can't clog with rust. Ends danger of ruined ceilings and water soaked furniture. Ends yearly expense. One of three easy ways to rust-proof your home.

IRON PIPE, after a few years, shows these symptoms: first, rusty water. Then a diminished flow and finally, rust-clogged pipe.

Some time, unexpectedly—maybe at night or when you're away—a bursted pipe!

Soggy ceiling! Soaked furniture! Flooded cellar! Maybe the plastering falls down.

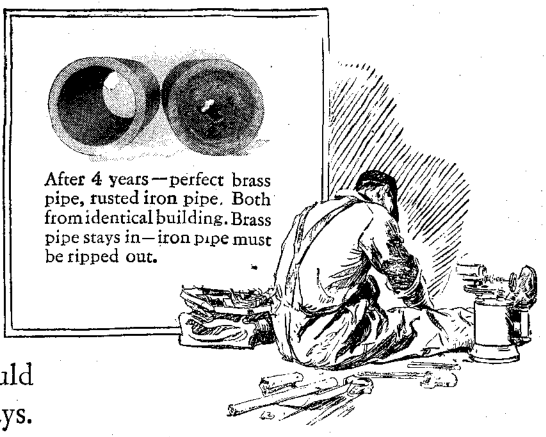
Then the plumber comes and rips out the walls and floors. "Should have been *brass* pipe," he says. You're sorry it wasn't.

Expense! Inconvenience! *Utterly needless.* Easy to escape.

All this is avoided with an Anaconda Brass Pipe installation. No further expense. No hidden danger. No treacherous weaknesses from rust.

Anaconda Brass Pipe can't rust, can't cake nor clog with rust—it stays new and sound indefinitely.

True, it may cost a little more in the beginning but it very quickly pays for itself many times over.



After 4 years—perfect brass pipe, rusted iron pipe. Both from identical building. Brass pipe stays in—iron pipe must be ripped out.

So with other rust-proof materials, such as Anaconda Copper for gutters and Anaconda Bronze Screen Wire.

Copper gutters can't rust, so do not need constant repair and periodic replacement. Any substitute or makeshift is extravagant.

Bronze (strengthened copper) is likewise rust-proof. Bronze screens are a constant delight—not an annual annoyance.

Rust-proofing *saves* approximately $58 every year. It saves you from all the worry and inconvenience of combatting rust, that stealthy destroyer, the enemy worse than fire.

Learn how thousands of home owners are rust-proofing—how you can. Send for our informative booklet by mailing the coupon. *NOW.*

ANACONDA COPPER
BRASS ANACONDA BRONZE

THE AMERICAN BRASS COMPANY D-60
General Offices: Waterbury, Conn.
Please send me booklet "Rust-proofed"—telling how to rust-proof the home.

Name ____________
Address ____________
City ____________ *State* ____________

MOTORING AND AVIATION
Continued

on the opposite side of the aerodrome from where passengers now depart and arrive, will have cost, when completed, something like $900,000. When it is in operation the landing area available will be almost double that now existing, and the present buildings will give place to a much larger and handsomer group, including traffic offices and a hotel, the latter replacing one more like a shack than a regular hostelry which stands close to the present administration building.

The most important improvement of all will be four great new hangars which will far surpass in size and appointments the three that now house the planes using the Croydon aerodrome.

Turning to the Templehof Field, of Berlin, we gather that much is "verboten" there. Thus:

The Tempelhof air police enforce the strictest rules covering departures and arrivals of planes. Every outgoing plane is carefully examined in the presence of police officials before it is allowed to depart, and, similarly, every arriving plane must undergo examination immediately after it lands. When all is ready for a start—passengers in their seats, baggage all stowed away, pilot at his post—the police official in charge of the departure raises a signal disk, whereupon if no other plane is in the way, the man in charge at the control tower signals the pilot to start. Similarly, no pilot can land at Tempelhof until the requisite permission is signaled to him from the control tower.

AIRPLANE RADIO UP TO DATE

A RECORD in airplane radio transmission and reception was made during Byrd's transatlantic flight we are told by the New York *Times*. Radio has not been used in such flights for the past eight years, being discarded to save the weight of the apparatus. Byrd's experience shows its complete practicability. One striking feature was an automatic device that continued to flash call letters when the operator was not sending messages. We read:

The radio flashes from Commander Richard E. Byrd's *America* recalled to radio operators the pioneer voyage of the *NC-4* and her sister ships, in 1919, when they sailed up the coast to Newfoundland and then out across the sea toward the Azores. Planes that have set out for Europe since the days of the *NC-4* flight discarded radio equipment to save weight. They soared into the air without a voice to tell their whereabouts, and then dashed out over the Atlantic while an anxious world wondered where they were and if all was well. With the NC boats and the *America* it was different. While the planes sped along at a 100-mile clip the radio waves radiated from the planes rushed toward shore at the speed of 186,000 miles a second, revealing the flyers' location instantaneously.

When the *NC-4* was forced to drop to the surface of the sea off Chatham, the radio was silenced, but land stations had been taking compass bearings on the signals from the time that the aviators hopped off at Rockaway. The final bearing taken on the plane before she descended was broadcast to destroyers. They rushed in that direction and found the crippled machine early next morning traveling toward Chatham Light under her own power, but on the surface of the sea. When the NC boats left Trepessay Bay their signals were heard at Otter Cliffs, Bar Harbor, Maine, until the planes were hovering in the fog near the Azores.

"Capt. Charles Nungesser's *White Bird* carried no radio; neither did Col. Charles A. Lindbergh's *Spirit of St. Louis*, nor did the *Columbia*, piloted by Clarence Chamberlin.

The radio equipment on the *America* differed greatly from that carried by the NC planes. The feature of Byrd's installation was an automatic signaling device which flashed the call letter WTW on the 690-meter wave-length. This enabled ships within a radius of several hundred miles to establish the plane's position by means of direction finders. When the NC planes flew over, bearings could be taken only at intervals when the operators were sending messages. However, the operators were talking back and forth or with the shore stations most of the time, so that a constant record of bearings was taken by land stations. The *America's* automatic signals were interrupted only by the transmission of regular messages.

Continuous flashing of the call letters of the *America* was accomplished by a little wind-driven turbine geared to a cam wheel, which caused an electric contact to make and break the transmitting key circuit similar to a telegraph key in sending the code characters WTW. The device weighed one pound.

The weight of the complete radio installation of the *America* was 115 pounds. It consisted, besides the automatic sending unit, of a transmitter utilizing two 50-watt tubes. A simple adjustment enabled the operator to change instantaneously from the working wave of 690 meters to the universal calling channel of 600 meters. Miniature wave meters built into the main panel provided a means of checking the wave-lengths by means of indicator lights. To quote further:

The sending range, which was conservatively estimated, before the plane left, to be from 250 to 600 meters, proved to be correct. The signals were heard in New York when the plane was near Yarmouth, Nova Scotia.

The receiver was similar to a four-tube broadcast set, excepting that the tuning arrangements were so arranged that the operator could listen in on waves from 500 to 1,500 meters. Special precautions were taken to eliminate interference caused by vibration and from the ignition system. The equipment was suspended on rubber cords so that vibration would not jar the tubes and other delicate parts of the circuit.

The antenna was a No. 18 bare copper wire carrying a three-pound weight on the end. It was reeled out to a length of about 450 feet below the machine. In place of a ground, connection was made to the metal framework of the plane, which acted as an efficient counterpoise.

Power for the transmitter, and to charge the storage battery, was supplied by a wind-driven electric generator mounted underneath the plane about five feet behind the center propeller. The power was furnished by a single-blade fan, the rotation speed of which was regulated at approximately 4,000 revolutions a minute regardless of the forward speed of the plane. This was effected by means of a centrifugal governor. The fan was carefully counterbalanced and delivered about two-thirds of a horse-power generator.

All switching in the radio circuits was done by a combined gang switch totally enclosed in a flame-proof bakelite box with only a handle projecting. This precaution was taken so that gasoline fumes if they reached the radio compartment would not be ignited by electric sparks at the switch blades or contacts.

In addition to extensive radio equipment in the plane proper, an emergency transmitting set was carried which could be operated from the emergency rafts. It weighed only thirteen pounds and was so constructed that it could operate even if entirely submerged in water—a successful test having been carried out by plunging the set in a rain barrel. For an antenna, this little set, which could be heard from twenty to forty miles, and could operate on dry batteries from five to fifteen hours, used a single wire supported by a kite.

The entire Byrd radio equipment, operated by Lieut. G. O. Noville, was designed, installed and tested by Malcolm B. Hanson and L. A. Hyland, radio engineers at the Naval Research Laboratory, Washington.

THE RACE FOR AIRSHIP SUPREMACY

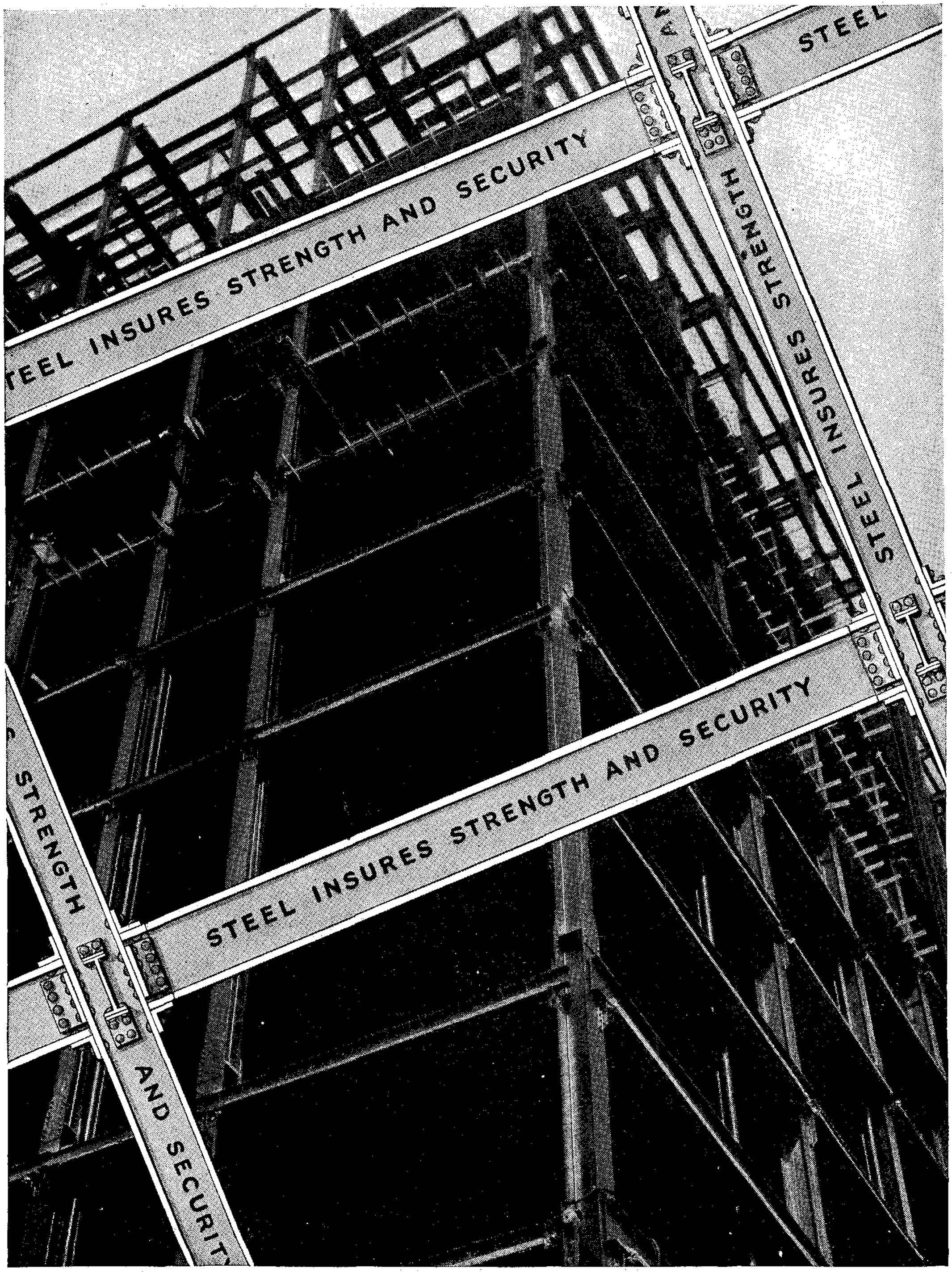
ENGLAND and Germany are both building huge airships, and it may not be long before the United States will have another, and still larger dirigible than our present German-built *Los Angeles*. Congress has authorized the construction of an airship two and a half times as large, whose estimated cost is $4,500,000. On July 1, an appropriation of $200,000 for starting it became available. James Stokley, in a Science Service feature article, prepared for newspapers, tells us that the Goodyear Company, of Akron, Ohio, has been adjudged the winner of a competition for the design for the new craft over a field of thirty-seven. And so the way seems clear for the actual award of the contract for this great ship of the air, and its completion within three years. He proceeds:

The *Los Angeles* has a capacity of about 2,500,000 cubic feet. Already the Zeppelin works have started a ship of about 3,500,000 cubic feet, the 127th to be built by the firm.

Fortunately for us, the United States has a virtual monopoly on helium, a non-inflammable gas, obtained from natural gas-wells in Texas. The use of helium in American airships has removed one of the chief dangers. The German ship will not be able to use helium, and will depend on hydrogen. There is an advantage, however, in using gas in conjunction with helium in our own airships. Maybe the German idea will be adopted.

One disadvantage of helium is that its lifting capacity is about 8 per cent. less than pure hydrogen. American airship experts think that this is more than compensated by the greater safety. But helium and fuel gas both might be used. The fuel gas would be surrounded by helium, so that it would be protected from ignition.

The new German ship, however, is only one of that country's projected efforts.


TEEL INSURES STRENGTH AND SECURITY
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STEEL INSURES STRENGTH AND SECURITY
AND SECURITY

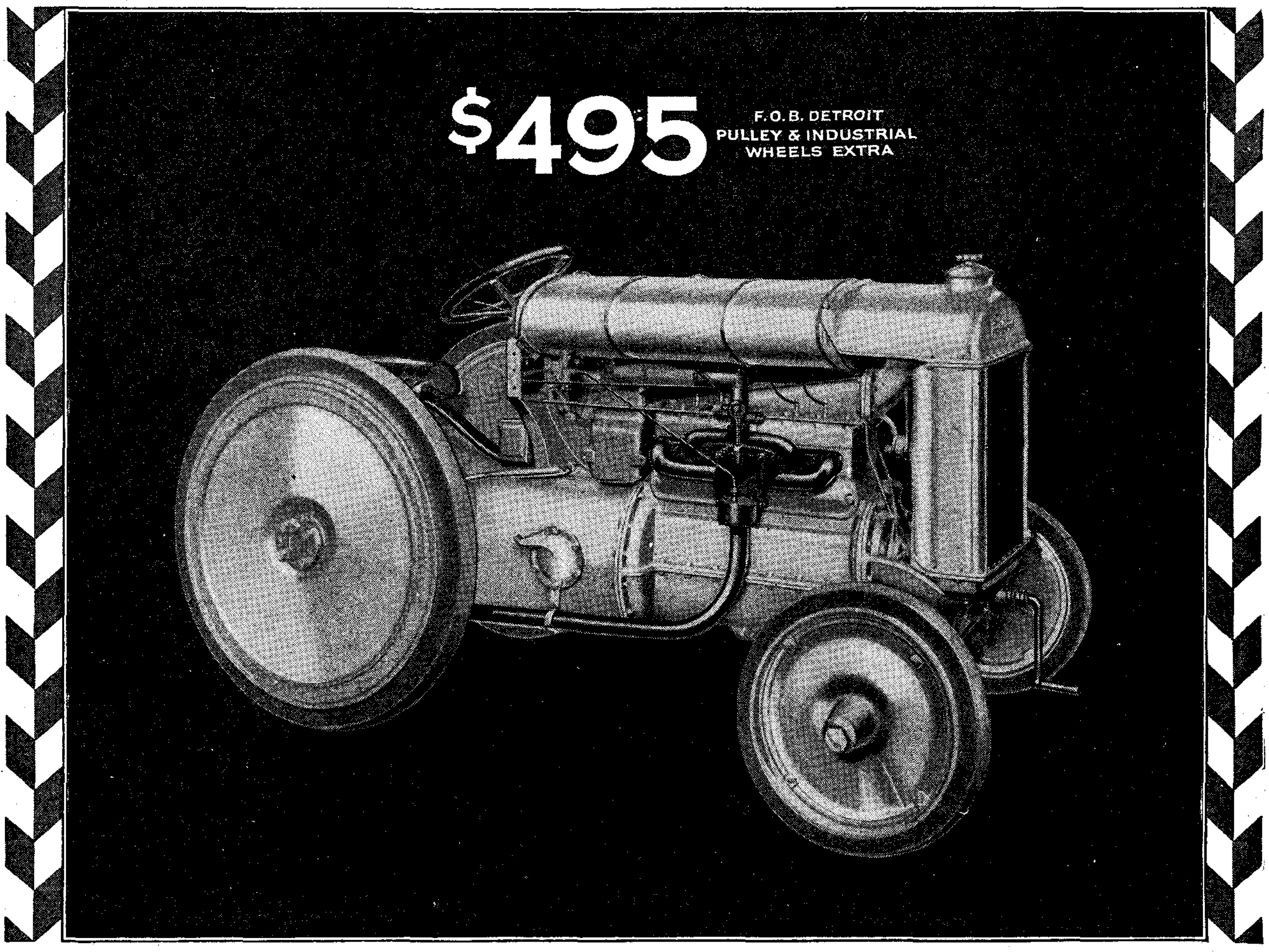
STEEL SAVES

STEEL saves time. A steel building can be erected, extended, remodeled, or removed with astounding speed. Floors may be laid and curtain walls built at several stories simultaneously. The construction period is frequently shortened several weeks or months. Steel saves money. The rapidly constructed building yields earliest returns on land and capital. Steel is the *strongest* building material known to man. Its strength is predetermined by scientific methods. In its construction the uncertain human element is reduced to the minimum. Get the facts before you build either a small or large structure. Write now for the illustrated book, "STEEL NEVER FAILS."

AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INC.

The co-operative non-profit service organization of the structural steel industry of the United States and Canada. Correspondence is invited. Address: 285 *Madison Avenue, New York City.*

Steel Insures Strength and Security



THE FORDSON

YOU have probably thought of the Fordson as a tractor . . . *a puller*. It is a tractor . . . and a good one, both from the standpoint of pulling power and economy.

But the Fordson is a great deal more than that. Industry has discovered in the Fordson the most economical mobile power unit in existence . . . as a *lifter* . . . a *loader* . . . and a *driver of belt power machinery*.

Thousands of Fordsons are in service at *hundreds* of varied industrial jobs . . . loading their own trailers and hauling them off . . . driving rock crushers, pumps and air compressors . . . operating hoists and winches . . . digging dirt . . . shoveling gravel and sand . . . ditching and back filling . . . drilling and pumping oil wells . . . propelling boats and pulling work trains on rails . . . as a locomotive!

The Fordson is compact, powerful and foolproof. Its construction is simple, efficient and rugged. Its action is quick and easily directed. Its operation is as simple as its construction.

The Fordson is serviced by the most complete motor service organization in the world. Wherever Ford cars and Ford trucks are sold, trained Ford mechanics, fully provided with genuine Fordson parts, are there to give your Fordson such service as it may need.

In first cost, the Fordson is far under the challenge of any power unit that can be produced for the purpose . . . in fact, it is often bought by industries that need only the *stationary* power delivered by the motor!

In operation costs and upkeep, the Fordson is notably economical. In performance, it is characteristically reliable.

Will you write us describing the operations in your business where a mobile unit might be expected to reduce cost, save time and increase efficiency? We have amassed a great deal of cost information on Fordson uses and shall be glad to suggest a Fordson method and provide you with comparative costs together with the experience of others on similar work.

Meeting your competition with power

THE industries that have survived the storm of advancing labor and raw material costs have met competition with a further and more intelligent application of power.

Unit production per workman has a direct relation to the amount of power that is placed at his disposal.

A recent survey on one class of work showed that the European workman, with an average of forty-five hundredths of a horsepower at his command, produced ninety-nine units, while the American workman, with two horsepower, produced two hundred and ninety-two!

It is with this particular need in mind that the Fordson is offered to American industry . . . a compact, reliable, economical one-man tool that places *twenty* easily handled horsepower in the hands of the workman.

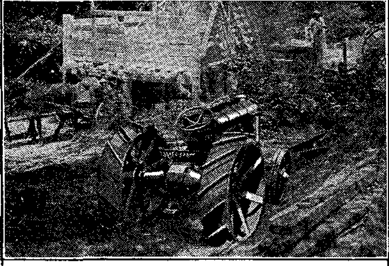
The Fordson itself is a striking example of these very methods . . . for in its manufacture unit production per workman reaches new high levels through the use of power. Thus we have been able to produce a power unit of outstanding worth . . . at a price that has placed it in the hands of over 600,000 workmen throughout the world.

Equipped with this powerful unit, any workman . . . he need not be highly trained . . . will justify his present high wage scale with increased production. Throughout almost every phase of industrial operation the Fordson is proving in practice this basic economic truth . . . that the productivity of the individual workman increases in direct proportion to the amount of power he has with which to work.

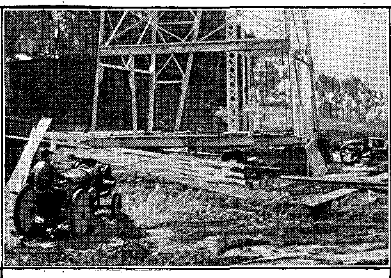
Over twelve million Fordson horsepower are at work on a most astonishingly diverse program of tasks . . . from moving scenery in a great theater to hauling trains of ore in the western mines!

FORD MOTOR COMPANY, DETROIT, MICHIGAN

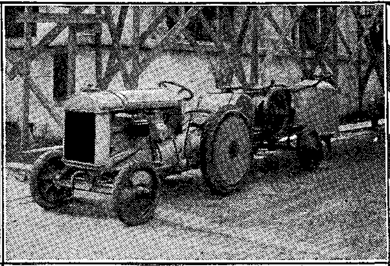
TRACTION IS BUT ONE OF ITS USES



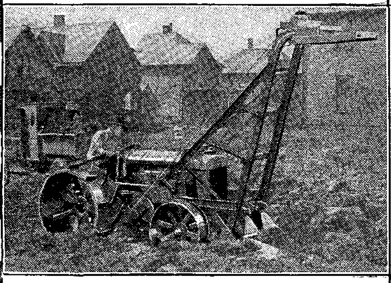
Plenty of power for this rock crusher and conveyor . . . only one of the many duties of this contractor's Fordson!



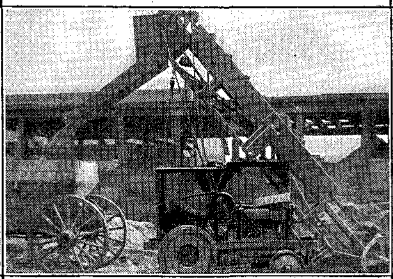
A big steel company erects oil derricks in California . . . handling the heavy steel girders with a Fordson and a simple hoist.



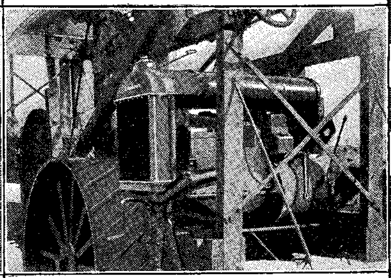
A quickly portable air compressor . . . using Fordson power for both traction and operation of the compressor.



This compact Fordson-powered shovel is establishing remarkable records of economy and efficiency the country over.



A Fordson-powered loader . . . handling sand in a continuous stream . . . at a cost that proved a revelation in economy.



Here the Fordson has become the power plant of a drilling rig. It provides ample power at an astonishing saving.

The
WHEARY
CUSHIONED TOP
Wardrola
—the trunk that ROLLS open

THE MODERN

SCHOOL TRUNK

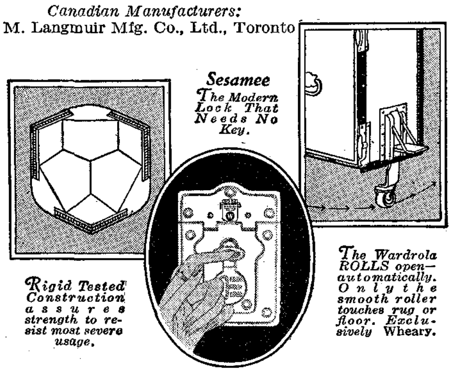
FOR STUDENTS & TEACHERS

The smart Wardrola offers exclusive advantages which make it especially popular with college people. Unlike any other trunk, it ROLLS open or closed at a touch of the hand. No straining or pushing. No crumpled rugs or scratched floors. Cushioned top keeps garments fresh and unwrinkled. Solid base and rigid-tested construction give remarkable resistance to strain and harsh usage. By all means see the Wheary Wardrola before you buy your new trunk.

Wheary "America's Finest!" trunks come in 150 models, ranging in price from $35 to $250. There is a Wheary merchant near you. If you do not know his name, write us.

WHEARY TRUNK COMPANY, *Racine, Wisconsin*

Canadian Manufacturers:
M. Langmuir Mfg. Co., Ltd., Toronto


Sesamee
The Modern Lock That Needs No Key.
Rigid Tested Construction assures strength to resist most severe usage.
The Wardrola ROLLS open—automatically. Only the smooth roller touches rug or floor. Exclusively Wheary.

MOTORING AND AVIATION
Continued

Some years ago an airship line from Spain to Argentina was planned, but was finally shelved for lack of funds. Now Mr. Stokley tells us that it has been revived with German capital, and a subsidy from the Spanish Government. Three passenger airships are to be built at Friedrichshafen to run from Seville to the vicinity of Buenos Aires. Such a line would make the trip in about eighty hours, as compared with the fifteen days now required for the fastest mail service. The new German ship will be used next summer in a flight around the world in about 300 hours. To quote Mr. Stokley further:

England, also, is interested in airships. Two of 5,000,000 cubic feet capacity are now being constructed. These ships will comfortably accommodate 100 passengers each, in addition to baggage and ten tons of mail. There will be sleeping-cabins with two or four berths, promenade decks, lounges and smoking-room; and dining-rooms with seats for fifty persons at a time. Vibration from the engines will be reduced to a minimum, because the motors will be carried in separate cars slung away from the main structure.

It is the belief of British air officials, and their views are shared in the United States and other countries as well, that the airship is particularly adapted for long-distance flights, comparable with those now made by ocean liners, or through trains. The chief field of usefulness of the airplane is in shorter flights. Sir Samuel Hoare, the British Secretary of State for Air, has announced that the first of the new ships will be employed in a regular service between India and England. Three tentative routes on the England-Egypt stage of the India route have been laid out, so that the best one can be decided just before each flight.

Tho England and Germany are putting forth their strongest efforts to gain and hold airship supremacy, the United States also has a chance to gain it by the construction of the $4,500,000 dirigible that has been authorized as above noted. Mr. Stokley thus outlines its possibilities:

The ill-fated *Shenandoah* was the only American home-built big rigid airship. Tho it was lost, its use gave aviation engineers much needed experience. The new ship is intended to replace the *Shenandoah*, but new features will be incorporated in the design.

Most noticeable to the layman is that the new ship will be much more corpulent than the slender *Shenandoah*. The *Los Angeles* was thicker than its sister, and the new ship will be even thicker than that. It will only be about 15 per cent. longer than the *Los Angeles*, but about 50 per cent. thicker. This will make for greater strength.

An improvement adopted in the design of the *Los Angeles* will be carried further in the new airship by completely eliminating hanging cars. In the *Shenandoah*, the pilot's cabin, as well as the cars containing the engines, were suspended from the hull. In the *Los Angeles*, the pilot's car was made an integral part of the ship, but the engines were left suspended. In the new ship, the engines also will be within the hull, and only the propellers will project. The only men whose lives were lost in the *Shenandoah* were those not within the hull.

The engines of the new craft will give a total of 4,800 horse-power. These will carry it at a speed of ninety miles an hour and it will be able to fly from 5,000 to 8,000 miles with a full military load, without refueling. The ship will have two covers, one within for the gas, and another outside for protection from the weather. The metal framework will be between the two, so that any part of the ship will be accessible, for minor repairs or examination, even in flight. It will be fitted with tilting propellers, a great aid in suddenly forcing the ship up or down. It will also be capable of carrying four to six airplanes, which can take off from it, or be taken on again while in flight. When not in use, the planes will be drawn up into the hull, so as not to interfere with the ship's lines.

When this ship is completed, America will once more be at the forefront of rigid airship development, as it is now in the field of heavier-than-air craft. True, the airship is not primarily passenger in character, like the ones being built in Germany and England. The $4,500,000 ship is frankly a naval craft, and will be armed with machine-guns and light cannon. But with the example of such a ship, the world's largest, being built in an American factory, the development of a commercial airship industry in the United States, and American airship lines stretching to all parts of the globe, would be but the next step.

HOW TO FINANCE THE FAMILY BUS

WHAT can the average man afford to pay for a car? What will it cost him? What will he get out of it in the long run? These and other questions, framed in a strictly economic spirit, have been submitted by the Department of Motor Vehicles of the State of Connecticut to Dr. Remsen B. Ogilby, president of Trinity College, and a Hartford correspondent of *The Christian Science Monitor* tells us some of the conclusions arrived at. As we read:

Dr. Ogilby estimates that an automobile is worth $800 a year to the average family in carfare and other savings, and that it costs about $530 a year to operate. The difference—$270 a year—is the allowance toward the purchase price.

Dr. Ogilby gives his views on the economic problems involved in the ownership of a car in an article: "What I Should Spend for a Car," written for the July bulletin of the State Motor Vehicle Department. He does not advise against the purchase of a new car, when the family budget allows, and points out many benefits to be gained from ownership.

He uses a hypothetical case, as the basis for determining the price of the "family car." The case is not average, he explains, but is based partly upon personal experience and more upon certain available statistics.

Four items are attached to the credit side of operation of a car for a year, the article says. These, and the amount of saving, include: Family carfare, $120; taxis, hired cars, and railroad fares for vacations, $130; increased radius of business opportunities, $300 (a widely varying figure); health for the whole family, $250. The total credit for the year is $800. Against this the article lists operating costs of $530.

"The difference, $270, is the amount," the article says, "that can be put down in the yearly budget toward the purchase price of an automobile. Multiply this by four to decide the momentous question as to whether this automobile should be a Marmard, a Truick, a Chevolodge or only a Quiver. The reason for multiplying by four is obvious.

"The average automobile to-day has a quick depreciation. At the end of four years it has practically no market value, and a careful owner will see that the purchase price is written off by that time, even tho the car may still be running.

"For a man who turns in his car for a new one frequently, the best time for turning in is at the end of the second year. It is safe to assume, however, that the cost of the automobile may very fairly be distributed over four years for the life of the car.

"What price the new car, then? Four times $270 is $1080. This represents the sum which the head of the hypothetical family whose problems and experience are reflected in the above figures can reasonably afford to pay for his new car. Any amount over that figure is a luxury. If his resources do not allow him any luxuries of this kind, and if he has in mind a make of car which can not be purchased now at the final figure which this computation works out, he should turn frankly and without apology to the dealers in used cars."

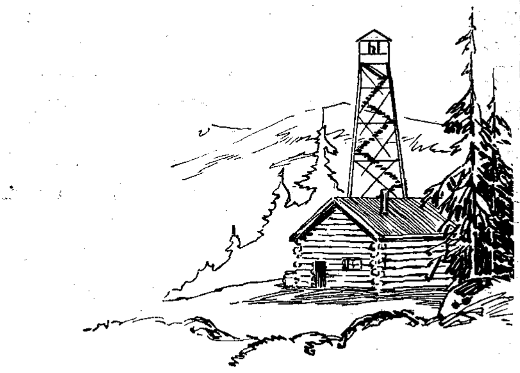
Dr. Ogilby devotes a chapter to the question of instalment buying, and warns prospective buyers when they take an automobile for $25 down to remember that there is a big financial responsibility over and above the purchase price. They must be prepared to face this or they will not make good on their venture, he says.

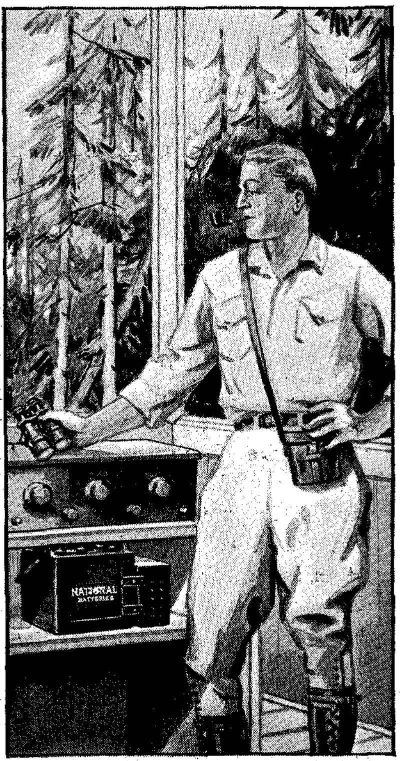
The erudite doctor offers little comfort to the great army of car-owners who are intent on "keeping up with the Joneses," but confesses on his own part, with becoming modesty:

"The present writer is driving to-day with keen pleasure an automobile built in 1920 which he bought in the second-hand market four years ago for $350. The satisfaction of knowing that the purchase price is within one's budget is perhaps equal to the less worthy satisfaction of catching the admiring eye of the neighbors."

Boost for Bill.—It is always thus! Here some of the newspaper boys have been telling Bill Wells of Webster all about etiquette and advising him earnestly to "keep his nose clean while company (meaning the President) is here" and "to quit belliakin'," and Bill steps right out and gets more mention in The Literary Digest than all the rest of the newspapers of the State have received altogether. Getting into the Lit. Dig. is getting to be a habit with Bill, and we wouldn't be surprized if President Coolidge sort of got the idea out at the summer White House that all of South Dakota, outside the Hills, sports only one weekly newspaper.—*Lake Norden Enterprise.*

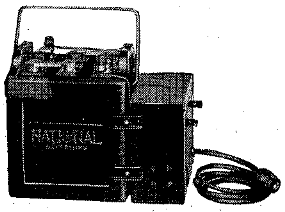
Beats Face Lifting.—English Paper—From Llandrindrod you proceed along the lovely valley of the Ithon, growing more beautiful as you proceed.—*Boston Transcript.*



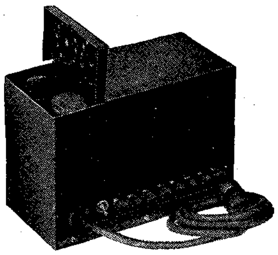


at far-off posts, where radio service must be trouble free

National proves its stamina



The National Homepower Unit is the latest type of "A" Power Unit developed. No acid—no bulb! consists of an Elkon charging device in combination with any type or size National "A" Battery desired except type 45-Glass. The Homepower is fully automatic, complete with built-in Brach relay switch and "B" Eliminator receptacle.



The National "B" Eliminator is unquestionably the outstanding "B" Eliminator on the market this season. Operates on any set using 201 A tubes or Power tubes. Has only one dial—simple and easy to operate. Taps for 45-67½-90-135 and 180 volts. Can also be used with any National Homepower Unit to give a compact efficient "A & B" Power supply.

Write for booklet describing the complete line of National "A" Batteries, Homepower Units, B Eliminators and "A-B" Units. It will help you get more out of your radio set.

Within the family circle, or with the lone forest ranger in the Great North woods—wherever radio is operated by National power, there you'll find the utmost in radio performance with the minimum of care and attention to battery, charger or power unit.

In the past two years, less than the average life of a National Battery, over a million car owners and radio owners have voluntarily purchased batteries produced by National—a nation-wide acceptance of the fact that "National Leads The World in Battery Value."

National Batteries for radio come in types and sizes to suit every set and every pocketbook. And with the addition of the New National Charger and "B" Eliminator, any National "A" Battery can quickly be made into a compact, trouble-proof "A B" Power Unit.

Your dealer will be glad to show you these remarkable National Batteries, Homepower Units and "B" Eliminators. If you would have your radio pleasure at its best this season, the National dealer can help you.

National Lead Battery Co.
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INVESTMENTS AND FINANCE

THE GENERAL MOTORS SPLIT-UP

THE LATEST STOCK DIVIDEND announced by the General Motors Corporation leads to much editorial reflection upon the status of this enterprise both in the motor field and in industry at large. Instead of 8,700,000 outstanding shares of common stock with no par value (listed on the books at $50 a share) there will be, when the change is ratified by the stockholders some weeks hence, 17,400,000 shares with a par value of $25 each. As General Motors stock is now selling around $225 on the Stock Exchange the market value of the entire amount is in the neighborhood of $2,000,000,000. General Motors, according to the New York *Journal of Commerce*, is now definitely the world's largest corporation on the basis of market value of its common stock. The split-up, as the New York *Times* notes, "will halve the current price of above $200 for General Motors stock, and make it once more a suitable vehicle for the investor of small means." This, continues *The Times*, "is a step appropriate to a corporation which probably has made more profits and fortunes for astute investors than any other industrial enterprise." The present common stock is paying a regular dividend of $8 annually, with occasional extras. Wall Street, say several financial writers, assumes that in the fall the directors will place the new stock on a five-dollar basis equivalent to ten dollars on the existing stock. Such a demonstration as this of the General Motors liberal dividend policy makes it very clear to the Louisville *Times* "just why the hue and cry against such tremendous combinations of capital, once loud and long in this country, has so diminished in volume and persistence; altho there are, of course, holders of large blocks of General Motors shares, there is also a host of comparatively small investors whose solicitude for a goose so talented in the production of golden eggs is equal to Wall Street's."

Of course, explains *The Wall Street Journal*, the General Motors stockholders do not own any more property than they did before the action of August 11. All that the directors decided that afternoon "was that in future the equity of the common stockholders in the property and business of the company should be represented by 17,400,000 tokens instead of 8,700,000 tokens." Yet the change is not purposeless, writes George B. Hassett in the Detroit *News*, "inasmuch as it has certain practical advantages":

> The chief advantage is in adding to its marketability. With General Motors selling at more than $200 a share, it takes its place among "rich men's stocks." In other words, it takes so much money to handle it that smaller investors leave it alone. With more stock outstanding the price of each share is lessened and the number of buyers increases.
>
> This aids not only in providing a better market for the stocks, but makes it more desirable for collateral for bank loans. High-priced stocks are apt to fluctuate more widely than those having a broader market, and become less desirable from a banking standpoint as security for loans than those for which there is a readier market.

The recapitalization plan seems to the New York *Journal of Commerce* to be highly conservative; "the selling price of the stock after the change will be in excess of $100 per share, based on present prices for the outstanding stock, and earnings for the year, if the second half returns the same profit as the first, will be $14.35 per share."

During the fifteen years that General Motors has been listed on the New York Stock Exchange nine changes have been made in its capitalization, notes the New York *Herald Tribune:*

> When the stock of the original New Jersey company was listed in 1911, there were outstanding 158,223 shares of $100 par value, and the initial sale was 51¾. The stock of the New Jersey company was exchanged for five shares in the present Delaware corporation in 1917. In 1918 rights were offered to subscribe to 20 per cent. additional stock at $118 a share.
>
> In 1924 the corporation issued ten shares of no par value stock for each share of old, and offered rights to subscribe to additional stock at $20 a share. Stock dividends aggregating 7½ per cent. were declared in that year. In 1924 the corporation issued one share of present stock for four shares of the former stock. In 1926 a stock dividend of 50 per cent. was declared.
>
> The General Motors Corporation recently assumed undisputed leadership among the corporations of the world, in point of earnings, by reporting record-breaking net income of $129,250,207 in the first six months of the year. The United States Steel Corporation, its nearest competitor, showed total earnings of $91,625,185 in the same period.

The following table, appearing in the New York *Herald Tribune*, shows how the new capital structure of General Motors will compare with the present make-up:

	At Present	
	No. of shares	*Book value*
Seven per cent. preferred	1,305,762	$130,576,200
Six per cent. preferred	17,449	1,744,900
Six per cent. debenture stock	25,949	2,594,900
Common stock	8,700,000	435,000,000
Surplus as of June 30, 1927	———	164,442,398
Total capital and surplus		$734,358,398

	After Changes	
	No. of shares	*Book Value*
Seven per cent. preferred	1,305,762	$130,576,200
Six per cent. preferred	17,449	1,744,900
Six per cent. debenture stock	25,949	2,594,900
Common stock	17,400,000	435,000,000
Surplus as of June 30, 1927	———	164,442,398
Total capital and surplus		$734,358,398

The significance of the decision to split up General Motors common stock at this time is, we read in *The Wall Street Journal*, "that the management again believes that the earning power of the corporation has been stabilized at a higher level to warrant the payment of a larger regular dividend." The corporation has in the past been criticized for its liberal dividend policy while as a matter of fact, we are told, "in disbursing about 60 per cent. of its earnings in dividends the corporation has been following a conservative policy, as judged by the dividend policies of other leading corporations." *The Wall Street Journal* continues:

> It can be definitely stated that when the new shares have been issued, directors plan to inaugurate dividends on a regular $5 annual dividend basis, which would be equivalent to increasing the regular rate on the present shares from $8 to $10 annually. There is every indication, based on the company's current earnings and outlook, that substantial extra dividends on the new stock will be paid from time to time, with prospect of $2 to $2.50 extra at the next dividend meeting.
>
> The size of the extra dividend to be declared in addition to a regular quarterly payment of $1.25 a share of the new stock is dependent, of course, on earnings during the last half of the year. For the first six months the corporation reported net profits equal to $14.35 a share on the present 8,700,000 shares of common. A conservative estimate would indicate earnings of $25 a share for 1927, which on the basis of the corporation's policy of distributing 60 per cent. of its earnings in dividends means that a total of $15 a share should be paid this year.
>
> During the first nine months General Motors will have paid a total of $8 in dividends on the present shares, leaving $7 a share to be distributed at the final meeting this year. This would take care of the present regular dividend of $2 plus an extra of $5 a share. On double the number of shares, it points to an extra of $2 to $2.50 a share in addition to the regular of $1.25 a share.
>
> To maintain a regular dividend of $5 a share on the 17,400,000 shares of new stock will require an annual disbursement of $87,000,000, which would equal 60 per cent. of $147,000,000

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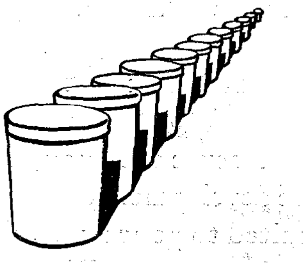

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INVESTMENTS AND FINANCE
Continued

annual profits for the common. In 1926 the corporation earned $187,000,000 for its common shares, and for the first six months of this year common share earnings were close to $125,000,000. These figures indicate that the corporation is in an excellent position to maintain a regular dividend of $5 a share on the new shares with substantial extras, as in the past.

Payment of $8 a share on the present 8,700,000 shares of common stock for the first nine months compares with payments of $6.75 a share on the present share basis for the corresponding period a year ago, coincident with payment of the 50 per cent. stock dividend last August. For the full 1926 year, General Motors declared dividends equal to $10.58 a share on the present share basis, and in 1925 its payments aggregated $12 a share on the 5,161,599 shares of common stock then outstanding.

The impressive earnings shown by General Motors this year have their origin in an unexampled sales record, we read in the New York *Times:*

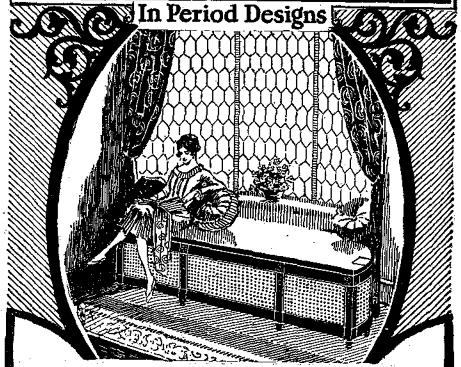
> Sales for the current quarter are calculated at about 440,000 units, as compared with 497,774 in the preceding quarter and with 360,234 in the third quarter of last year. In the first half of this year the corporation sold 883,477 units against 636,087 in the corresponding six months of last year. Using estimates for the third quarter, it is figured that sales in the first nine months of this year will surpass the record total of 1,234,850 in the full year 1926.

The split-up, it is noted elsewhere in *The Times*, serves again to call attention to the profit an investor would have made in buying the stock in 1917 and holding it:

> An investor who bought 100 shares of General Motors in 1917 would own 750 shares under the latest adjustment of the corporation's capital structure. His holdings would have been increased to 1,000 shares by the ten-for-one split in 1920, reduced to 250 by the four-for-one reduction in 1924, but increased to 375 by the 50 per cent. stock dividend of last year.
>
> Under the latest adjustment these 375 shares would be increased to 750. If the original shares were bought at $100 and if the new shares sell at $111, the original cost would be $10,000 and the future market value $83,000 on the investment. These calculations would be affected by regular and extra dividends paid in the meanwhile, but they serve to show the growth of the corporation.

Another interesting point regarding the action of the General Motors directors is made by the New York *Journal of Commerce*, who thinks that it indicates a serene attitude with regard to the threatened competition of Ford. This competition is no laughing matter, points out the New York daily. For, we are told:

> Ford has thus far not invaded the medium-priced car field, in which General Motors is also strongly entrenched. With his large cash resources, he would easily be able to turn to the six-cylinder car, either with a new plant or by purchasing one of the existing companies.



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BUS ROUTE MILEAGE GREATER THAN THAT OF RAILROADS

MOTOR-BUS lines in the United States now have a greater mileage than the railroads. The score, according to *Bus Facts*, published by the Automobile Association of America, is: Common carrier bus lines, 270,000 miles; railroads, 257,000 miles. Furthermore, we read in the New York *Evening World:*

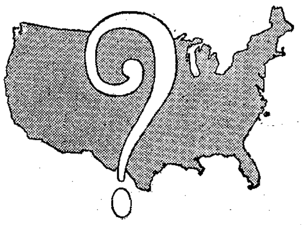
> A committee of the American Bankers' Association has been surveying the effects of motor-vehicle competition upon the railroads. It finds that the damage done to railway freight traffic by the motor-truck is small, but that the damage done to railway passenger traffic by the motor-bus is large and increasing.
>
> Motor-trucks operating within a range of from thirty to sixty miles, it is found, are meeting a real public need in providing a quick and flexible service for freight in small lots which the railroads can afford to lose. They can use their facilities to better advantage on the longer hauls and car-load lots. Traffic of that kind has been increasing for most of them about as fast as they can take care of it.
>
> But with passenger traffic it is different. Here the competition of the auto and motor-bus is described as "serious." The low-fare commutation business grows. The long-distance traffic keeps up, and that is about all. But the full-fare local traffic has been shot to pieces, and this explains the great and continuing decrease in total number of passengers carried year after year.

The surprizing growth of the motor-bus business is thus shown in a Washington dispatch to *The Christian Science Monitor:*

> The time when passengers in motor-buses were forced to huddle in their seats in a cramped position over a journey made irksome by heat or cold or dust is rapidly disappearing, and the whole family can now go to work, to school, to the seashore or to the mountains in a comfortable motor-bus.
>
> Gone are the days when the scholars in rural communities had to get up at break of dawn and trudge many miles to the schoolhouse. Now the pupils get up at the same time as the rest of the family and stroll down to the highway, where a comfortable bus picks them up and carries them to the schoolhouse door.
>
> The steam railroads are no longer scoffers at the utility of the motor-bus as a common carrier. There are now sixty steam roads using 756 motor-buses, either directly or through subsidiaries. Electric railways are using 7,284 buses, whereas in 1923 they used only 1,200. Nine bus lines now operate sleeper service, where the passenger can enjoy all the comforts of the Pullman berth without the discomfort incidental to the train berth when cars are being shunted from track to track at the terminals.
>
> Motor-buses travel a total of 2,000,000 miles annually, according to *Bus Facts*. For common carrier buses, the annual mileage has ascended gradually since 1923, when 1,350,000,000 miles were recorded. The number of buses contributing to this mileage has doubled since 1923.
>
> At one time the general taxpayers contributed a large portion of the cost of the highways, but the operators of motor-vehicles are now paying taxes equivalent to

Is the Center of the Map

really the center of the National Market?



ONE-THIRD the entire population of the United States—43,000,000 people according to U. S. Census Dept. figures—is concentrated within a radius of 500 miles of the Port of Newark!

This huge percentage of the national market is far removed from the geographical center of the United States. The other two-thirds is scattered over a territory, much of which can be served more economically from an eastern distributing center than from almost any other one point.

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INVESTMENTS AND FINANCE
Continued

the total current charges for the highways on which they operate.

The foregoing facts show that the motorbus, as a utility, while still in its infancy, is making more and more progress in development and in gaining increased popularity with the public. Even transportation experts of long experience now hesitate to say when or at what stage the maximum development of the industry will be reached.

According to an article by H. Clifford Brokaw in the New York *Herald Tribune*, there are now 80,000 motor-buses in use in the United States. Of these, we are told:

Thirty-eight thousand are classified as performing non-common carrier operations. These include hotel buses, sightseeing, and touring companies, industrial uses, schools, and miscellaneous. Forty-two thousand are reported to be classified as performing common-carrier operations. The largest number of companies carrying on this sort of business was found in New Jersey, where there were 1,166, operating a total of 2,936 buses. In California there were 2,440 such buses in operation; in Pennsylvania, 2,346; New York State, 2,934. In the northeast section of the United States there were nearly 16,000 such buses operating over the highways. Electric railroad companies were reported to be using 7,284 buses. In some sections of the country buses have entirely supplanted the street-car systems.

It is now possible for a person to travel to almost any part of the United States in a motor-bus. For instance, one can travel from New York to Boston by this method on a regular schedule. It has not as yet been thoroughly demonstrated that this method of taking such a long journey is equal in comfort and speed to the railroad. It is doubtful whether the buses can ever be expected to supplant the railroads when it comes to long-distance travel. It is quite possible that many who formerly had only the steam railroad as a means of conveyance will use buses for short trips.

As the number of buses on highways increases, the problems of traffic are somewhat complicated. This is due to the amount of space which the buses take up and the difficulty which the average motorist has in passing a bus. What the motoring public may look forward to is the day when there will be highways built especially for this type of transportation. Such roads would greatly increase the speed with which buses could go from city to city. It would improve the safety with which they could proceed, and it would relieve the highways for use in the main by pleasure cars.

In the meantime, operators of private cars will have to put up with the situation as best they can, realizing that the buses are an essential addition to our means of transportation, and that they fill a very definite need for a large number of people.

Hit and Run.—No sooner do our most famous flyers accomplish one long journey than they begin planning another. If they stay on the ground more than a few days at a time their feet begin to hurt.—*—Detroit Free Press.*

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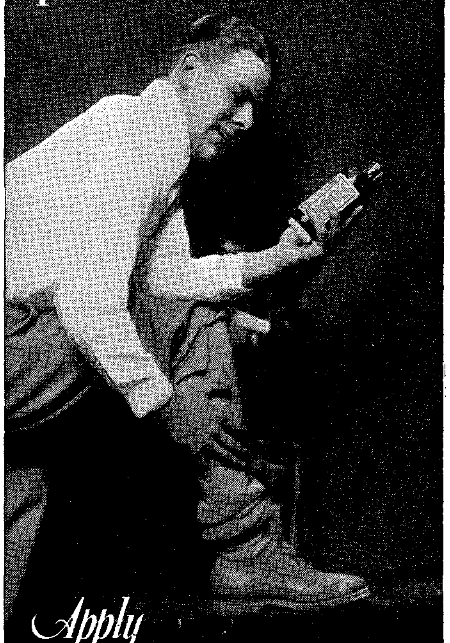

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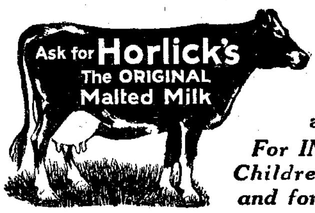

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To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

column.—"J. N. McF.," Sacramento, Calif.—This word is pronounced *kol'um—o* as in *not, u* as in *but:* not, *kol'yum*, which is sometimes heard, but is incorrect.

commensurate.—"C. R. L.," New York City.—The word *commensurate* is both a verb and an adjective. As a verb, it means: "1. To reduce to a common measure. 2. To make proportionate." The adjective means: "1. Commensurable; measurable. 2. In proper proportion; sufficient for the purpose or occasion; proportionate; adequate; of equal extent."

disestablishmentarianism.—"F. E. A.," Cincinnati, O.—This word connotes the condition advocated by those who favor the withdrawal of State patronage or support from a church. For example, the Protestant Episcopal Church of Ireland was supported by the State up to the year 1869, when it was disestablished by Act of Parliament, and thereafter State support ceased.

-ment.—"R. M. H.," Susanville, Calif.—The suffix *-ment* is "a termination used to form, from verbs, nouns denoting result, condition, action, or agency." *Oddment* is one of the very rare examples of a noun formed from the suffix *-ment* and an adjective.

The Lexicographer has never seen such a word as *positivement*.

people.—"M. C.," Laeton, Mo.—The word *people* designates: "1. All the human beings under the same government, speaking the same language, or being of the same blood: a general term. It is used when the more exact term *race, tribe, nation*, or *language* would be misleading; as, the *people* of England, or, in the plural, the Bantu *peoples:* the *peoples* of Asia. 2. The whole body of persons composing a state or nation, or that part of the population invested with political rights; the enfranchised; as, the *people* of the state. 3. Persons collectively: taking a verb in the plural; as, *people* say; also, bodies of persons classified according to their collective occupation or interest; as, *literary* people, persons bound together by a common tie; as, the *people* of Trinity. 4. The commonalty, as distinguished from the titled, the rich, or the learned; the populace: usually with the definite article. 5. Those who are connected with one as subjects, attendants, kinfolk, etc."

risqué.—"E. J. S.," Topeka, Kan.—The French *ree"skay'* is equivalent to the English *ris'ky*.

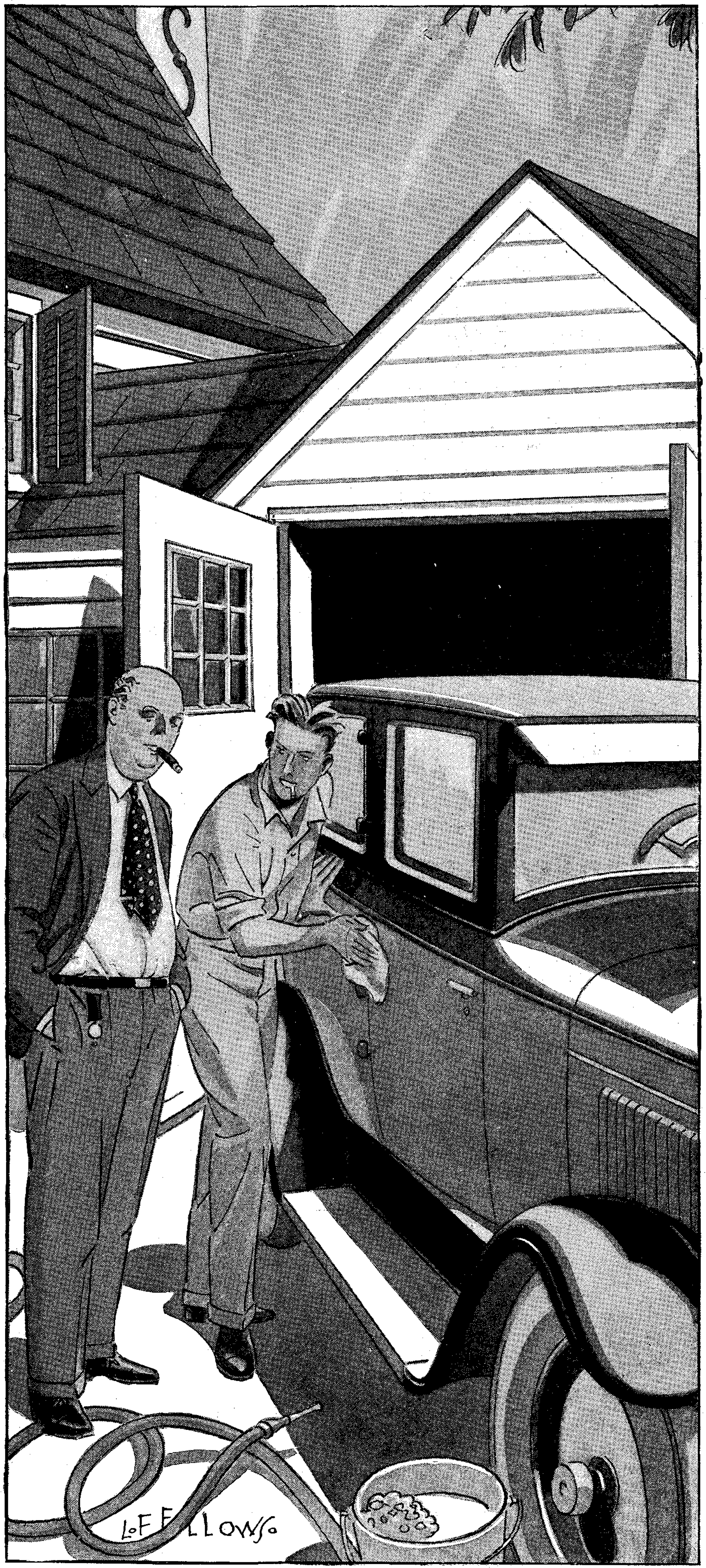
St. Valentine.—"E. S. P.," Amsterdam, Holland.—According so the early martyrologies, there were three different martyrs, each named *Valentine*, and each suffering martyrdom on February 14th of different years. The date was observed for threefold reason as *St. Valentine's Day*. During the Middle Ages, popular belief in England and France denoted that the mating of birds occurred in the middle of the second month—on February 14th; and that belief was recorded by Chaucer. From the choosing of mates by birds on St. Valentine's Day to the selection of one's mate by humankind on that day was a natural transition.

unanimous.—"A. G. P.," Paterson, N. J.—This word is derived from the Latin *unus*, one, and *animus*, mind. That which is *unanimous* is expressive of unanimity of one united agreement or voice. To learn a word a day, consulting the dictionary is a useful habit.

"E. M. P.," Hill City, Kan.—By Act of Congress, no person interested in import trade may be eligible as Secretary of the Treasury, but aside from this, there are no restrictive qualifications for eligibility to any Cabinet office. Naturally, however, no Cabinet officer, who was under thirty-five years of age, or was not a native-born citizen, would be eligible to succeed to the Presidency in the event of the removal of the President and Vice-President.

"M. R. C.," Taneytown, Md.—(1) Possibly you refer to the so-called Samaritan Pentateuch, an ancient manuscript preserved at Shechem by the Samaritans, and said by them to have been written by Abishua, the great-grandson of Aaron. The actual age is unknown, but various authorities ascribe more recent dates to it, all within the Christian era.

(2) There were three temples built on the site selected by Solomon: Solomon's temple, destroyed by Nebuchadnezzar, about 588 B. C.; Zerubbabel's temple, built about 518 B. C.; and Herod's temple, begun about 20 B. C., and destroyed in 70 A. D. The site has, for many centuries, been occupied by the Mosque of Omar.



"You'll need some new tires pretty soon, Bill."
"I know it; I'd like to get some Kelly-Springfields, but they cost too much."
"Why, Kellys don't cost any more than those tires you've got now, and you'll get so much more mileage that in the end the Kellys will actually cost you less."

THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Wives Beware.—A dear has been seen here in the borough recently by some of the men folks.—*Pennsylvania paper.*

Bottle-fed.—"Marry our daughter? The poor child is too young. She has never touched a revolver yet."—*L'Oeuvre* (*Paris*).

Old Enough to Vote.—A 1825 four-door sedan, bearing license No. A3-105, was reported stolen Saturday night.—*Ad in a Mansfield* (*Ohio*) *paper.*

Simplified Grammar.—Heck—"Do you have any trouble with 'shall' and 'will'?"

Peck—"No; my wife says 'You shall' and I say 'I will.'"—*Boston Transcript.*

Save the Pieces.—"What a pretty name your maid has!" remarked the visitor.

"Oh, that isn't her real name," was the reply; "we call her 'Dawn' because she's always breaking!"—*Congregationalist.*

Westernizing the West.—An anxious inquirer asks *The Journal* if a "ten-gallon hat" really holds ten gallons. Darned if we know. We never saw one in South Dakota till Coolidge came West.—*Webster* (*S. D.*) *Journal.*

Snowed Out.—"The Smiths couldn't get into their apartment after they returned from their vacation."

"What's the matter? Lose their key?"

"No. They forgot to tell the boy to stop leaving the Sunday papers."—*Life.*

Out Where Men Are Men.—Mr. and Mrs. Fred Walker and family returned Saturday afternoon from a two weeks' tour of the west and southern part of the State. They report a fine trip with no car trouble excepting about twelve miles from Durango when Mr. Walker tore out the rear end.—*Greeley* (*Colo.*) *paper.*

No Frills.—Tramp—"Kin I cut your grass for a meal, mum?"

Lady of the House—"Yes, my poor man. But you needn't bother cutting it; you may eat it right off the ground."—*Western Christian Advocate.*

Galvanized Justice.—A chap was arrested for assault and battery and brought before the judge.

Judge (to prisoner)—"What is your name, occupation, and what are you charged with?"

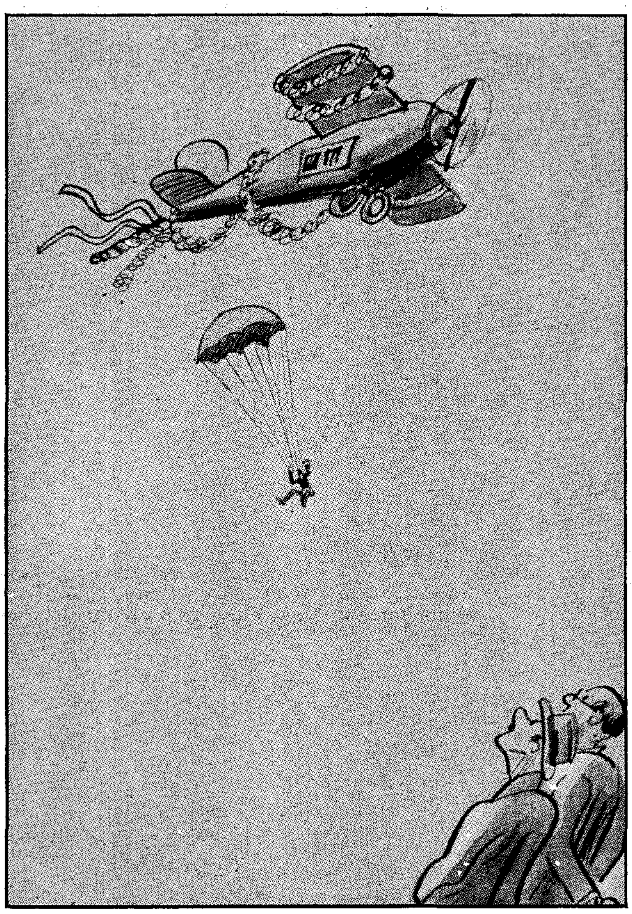
Prisoner—"My name is Sparks. I am an electrician, and I am charged with battery."

Judge (after recovering his equilibrium)—"Officer, put this guy in a dry cell."—*Presbyterian Advance.*

Drought in Kansas.—
Emporians Heed Call for Stoves
But Another Still Is Needed
—*Emporia Daily Gazette.*

Naughty Ding-Dong.—"Why were you late to Sunday-school this morning, Tom?" asked the teacher.

"Why, the bell rang before I got here," the little fellow explained.—*Christian Herald.*



"Why is that plane all decorated?"
"Oh, there must have been another air-wedding."
"And who's that in the parachute?"
"Probably the bridegroom."

—*Lustige Blaetter* (Berlin).

Eager Fan.—
MAN HERE TO SEE WIFE
ROBBED AND BEATEN
—*Philadelphia paper.*

Strong Diet.—Vigneulles, Meuse, France, June 4 (A.P.).—Stuffed peasant will be the main dish for the dinner at which General Pershing and other chiefs of the Allied Armies are to be the guests.—*Lansing State Journal.*

Catch Weights.—The following story is told of the Welsh Church Disestablishment Campaign. Mr. Lloyd George was to address a meeting. His chairman said to a very enthusiastic audience amid rapturous applause, "Friends, we all know that the Bishop of X is a terrible liar, but thank God, we have a match for him on the platform to-night."—*Christian Advocate.*

His Long Suit.—Anxious Mother—"And is my boy really trying?"

Tired Teacher—"Very."—*Outlook.*

We Will.—Head-line—"South Texas Man Falls Dead While Mowing Lawn." Read this to your wife.—*Boston Transcript.*

Help! We're Outnumbered.—Police officers estimated that 10,000 automobiles and 2,000 persons had arrived.—*Buffalo Courier Express.*

Galloping Overhead.—"How fast is your car, Jimson?" asked Harkaway.

"Well," said Jimson, "it keeps about six months ahead of my income generally."—*Watchman-Examiner.*

About 90-50, Brother?—A large majority of the pickers were in favor of Sharkey's chances to emerge the winner, while little more than half of them favored Dempsey's chances.—*New York Times.*

Worrying Father.—Will Kistler, a well-known farmer living a couple of miles below Mooresville, had the misfortune of being bitten by his six-months-old dog last week and also his five children.—*Charlotte* (*N. C.*) *paper.*

Babe Ruth II.—Mother—"You never come into the house without making an attack on that dish of doughnuts."

Tommy—"That's all right, mom; y'see a home-run doesn't count unless a feller hits the plate."—*Boston Transcript.*

"Just as I Am."—The little girl had been visiting. When it was time for her to be going home, her hostess said: "Good-by, Marjorie; you must come again soon. We should like to see more of you."

"But there isn't any more of me," replied Marjorie.—*New Outlook* (*Toronto*).

Warmed Over.—Sweet Young Thing (to friend)—"Really good-looking boys are so scarce these days, I think I ought to make mine do another year."—*Christian Leader.*

Dangerous Curve Ahead.—Aunt—"Aren't you ever afraid you'll lose control of your car?"

Daredevil Nephew—"Constantly—I'm two instalments behind already."—*Life.*

Breaking It Gently.—Junior Partner (to pretty stenographer)—"Are you doing anything on Sunday evening, Miss Dale?"

Steno (hopefully)—"No, not a thing."

"Then try to be at the office earlier on Monday morning, will you?"—*Lafayette Lyre.*

CURRENT • EVENTS

FOREIGN

August 10.—A crowd of ten thousand people attempting to make a demonstration in front of the American Embassy in London in behalf of Sacco and Vanzetti are scattered by the police.

August 11.—The explosion of a bomb in the American Consulate gardens in Sofia, Bulgaria, is reported to the police, and Premier Liaptcheff expresses the regret of the Bulgarian Government to the American Legation.

August 12.—Eighty thousand descendants of the ancient Inca Indians in three departments of Bolivia revolt because of dissatisfaction over the division of land, and are reported to have slain many white people and to have burned many farmhouses.

An attempt to carry out a *coup d'état* against the Portuguese Government is reported promptly crusht.

August 13.—Battles between the revolting Indians and Government troops are reported in Bolivia.

August 14.—Two German airplanes, the *Bremen* and *Europa*, leave Dessau, Germany, on an attempted flight to America, but the *Europa* is forced down because of engine trouble and unfavorable weather.

An entire division of the Bolivian Army is mobilized and is rushed to the storm center of the uprising of the Inca Indians. The Government blames the situation on the Communists.

Gen. Chiang Kai-shek severs his connection with the Nationalist revolution in China and returns to private life, and appeals to the leaders of the Hankow Government to take charge of the Nanking Government and thus strengthen the front against the Northerners.

August 15.—The German airplane *Bremen*, attempting a flight from Germany to New York, is forced by fog and storm to return to its starting-point at Dessau after it had reached the open sea off the west coast of Ireland.

August 16.—A motion of lack of confidence in the Cosgrave Government in Ireland proposed by the labor leader, Thomas Johnson, is defeated, 72 to 71, with the Speaker casting the deciding vote.

J. Ogden Armour, of Chicago, head of the packing-house bearing his family name, dies in London. He was sixty-three.

DOMESTIC

August 10.—A delegation of American oil men representing most of the great American operators in Mexico complain to Secretary of State Kellogg that their property rights have been abrogated by the Mexican Government, and urge that the strongest representations be made to the Calles administration on their behalf.

Gov. Alvan T. Fuller of Massachusetts grants a respite to Sacco and Vanzetti, postponing their execution August 22, to permit the courts to consider the various motions and petitions filed in behalf of the two men.

Lieuts. George W. D. Covell and R. S. Waggener, U. S. N., entrants in the Dole flight to Honolulu, are killed when their airplane crashes at Point Loma, California.

August 11.—President Coolidge appoints Nelson T. Johnson, of Oklahoma, to be an Assistant Secretary of State, to succeed Robert E. Olds, now Under Secretary of State.

August 12.—Arthur B. Rogers, former British Army flyer, an entrant in the Dole flight to Honolulu, is killed when his monoplane crashes on a test flight near Los Angeles.

Officers of four Alabama counties begin investigating the flogging of thirteen persons.

August 13.—Mrs. Wayne B. Wheeler, wife of the head of the Anti-Saloon League, is fatally burned in an oil-stove explosion in her summer home at Little Point Sable, Michigan.

Budget estimates agreed upon by President Coolidge and Budget Director Herbert M. Lord amount to $3,316,000,000, leaving an estimated surplus of $214,000,000.

James Oliver Curwood, author and noted conservationist, dies at his home in Owosso, Michigan. He was forty-nine.

The State Department orders the American Embassy at Mexico City to protest against Americans arrested being held incommunicado, following the arrest and deportation of a newspaper correspondent.

August 15.—Nicola Sacco ends his hunger strike on the thirteenth day by drinking a quart of beef tea.

Judge Elbert H. Gary, chairman of the United States Steel Corporation, dies at his home in New York, in his eighty-first year.

August 16.—The home of Lewis McHardy, one of the eleven living jurors who convicted Nicola Sacco and Bartolomeo Vanzetti of the South Braintree murders, is damaged by a bomb.

Four airplanes start in the Dole flight from California to Honolulu.

An agreement extending for two years the provisions of the general claims convention between the United States and Mexico is signed by Secretary of State Kellogg and Ambassador Tellez.

Quit Quitting.—DOCTOR—"You are in bad shape and you must take a vacation."

PATIENT—"But, doctor, I'm in the midst of my vacation now."

DOCTOR—"Then you must take a vacation from your vacation."—*Boston Transcript.*

Call It a Century.—MRS. GREENE—"You simply must stay with us; we're close to a beautiful old golf course."

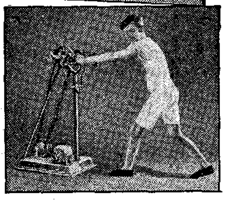
VISITOR—"How old is it?"

"I'm not so sure, but my husband can remember some one going round it in '69."—*Yorkshire Evening News.*

Wrong Label.—"I can't understand," explained the restaurant manager, "why customers complain. This soup is really excellent."

"They wouldn't grumble, sir," replied the waiter, "if the chef would admit it is soup. He says it's coffee."—*Answers.*

HEALTH and BEAUTY in 15 minutes a day



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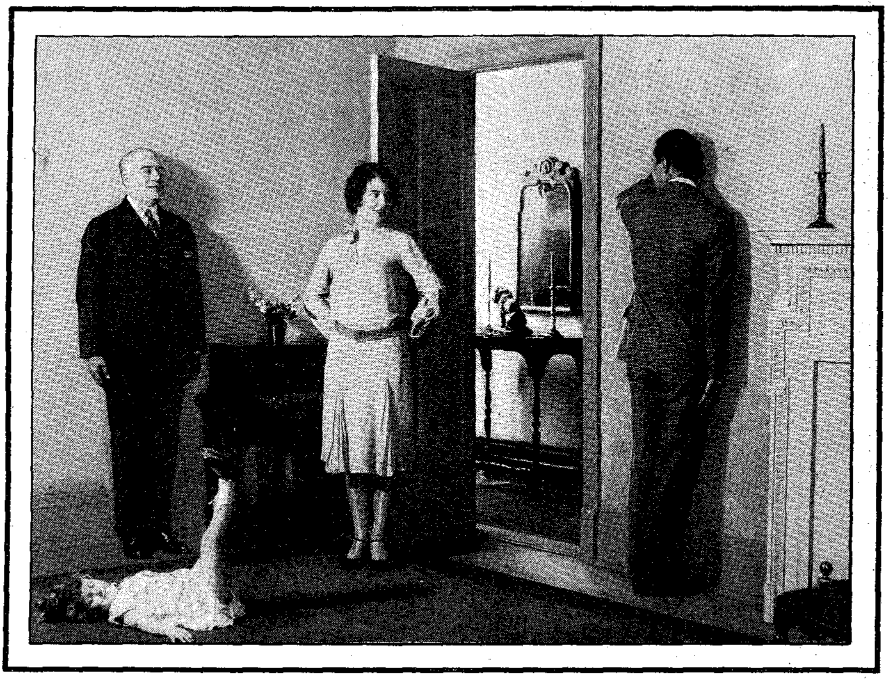

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Can you touch the wall with the back of your head, shoulders, hips, calves of your legs and heels, and hold this position as you walk away from the wall?

Or grasp the two knobs of a door and make every inch of your spine touch the edge of the door?

Or touch the wall only with chest and toes then step back and hold your body in the same position?

Now stand naturally and ask some candid member of the family whether or not you stand correctly with head up, chin in, back straight, shoulders flat, abdomen in, weight on the balls of your feet.

WHY stand straight? For better appearance? Yes, partly. For added poise and dignity?—That also. For the stimulating effect upon self-confidence and courage?—Still another valuable benefit. But—most of all—because erect posture is an immediate tonic with no bad after-effect. Good Posture makes one feel more buoyant, gives a physical sensation of freedom and ease in the body.

But there is more than that to be gained from good posture. A straight body, carried correctly, gives one better health and added strength—it frequently corrects physical troubles that no amount of medicine will cure.

Those headaches of yours, those spells of indigestion, that dreadful feeling of depression—that the world is against you—may easily have resulted from the way in which you are carrying yourself.

Much of your nervousness, your fatigue and your backaches, your "rheumatic" pains and the possible poisoning that comes from intestinal sluggishness, often may be traced to faulty posture.

Your heart, lungs, stomach, kidneys, liver—working machinery of the body—are meant to be free and uncrowded.

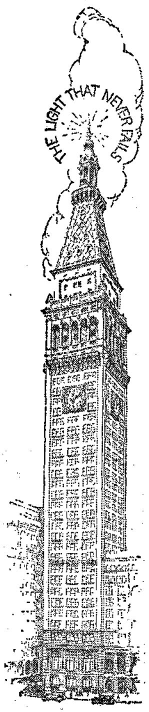
When you "stand tall" and hold your spine straight, these organs have sufficient room to carry on their work.

When you slump over with rounded shoulders or spine curved in at the waist, you squeeze the organs together. The free action of your heart is threatened. Your stomach and liver cannot do their work so well. The kidneys may be forced out of place. Your blood cannot circulate so freely—some parts of your body may get too little blood, others too much.

When your chest is contracted your lungs cannot expand. Shallow breathing starves your blood for the life-giving oxygen which every part of your body must have.

The first lesson in singing, in public-speaking, and in athletics is correct posture to insure deep breathing. It is not necessary to have a perfect figure to stand or sit properly. But a perfect body can be ruined by bad posture.

Stand tall—stand correctly—stand straight.


THE LIGHT THAT NEVER FAILS

Progressive Boards of Education, all over the country, recognize that pupils must sit properly during study hours. Curvature of the spine is sometimes caused by desks and chairs which do not permit the child to sit straight. Posture is taught in the daily calisthenics classes. Fatigue and malnutrition are guarded against, as frequent causes of bad posture.

Magazines and newspapers, more and more, are urging their readers to learn not only the advantages of correct posture, but also the dangers that attend bad posture.

In the Home Office of the Metropolitan Life Insurance Company striking physical improvement among our employees has been brought about by our Director of Posture. Bent bodies have been straightened. Headaches and other ailments of obscure origin have been made to disappear. Low spirits have been raised. Learning how to stand and sit correctly has added to health and happiness.

A valuable booklet on the subject of posture has been prepared and one copy will be mailed free to each person requesting it. Send for "The Importance of Posture".

HALEY FISKE, *President.*

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